East Anchorage Study of Transportation

Origin-Destination Analysis

Prepared for:

Alaska Department of Transportation & Public Facilities
and
Municipality of Anchorage

Prepared by:

HDR Alaska, Inc.

March 2003

Table of Contents

List of Figures   **On or Following Page**

List of Tables   **Page**

Appendices

Appendix A   Land Use Codes
Appendix B   Geographic Destination Analysis
Appendix C   Trip Purpose Analysis
Appendix D   Analysis of Trips Through Lake Otis and Tudor
Appendix E   Origin-Destination Information Between Subareas

List of Acronyms

AMATS	Anchorage Metropolitan Area Transportation Solutions
EAST	East Anchorage Study of Transportation
LRTP	Long Range Transportation Plan
MOA	Municipality of Anchorage

Introduction

State and local officials commissioned the East Anchorage Study of Transportation (EAST) to examine transportation improvements for the East Anchorage study area.[1] The study's objective was to identify current problems; forecast future transportation demands and deficiencies (through the year 2023); and then analyze approaches to improve our ability to travel safely and efficiently within and through the study area. The study focused on accessibility, mobility, and public safety, as well as relieving congestion at major eastside intersections. The end product will provide data and analysis to help plan future public transportation, sidewalk, trail, and road improvements. Findings from EAST will be used, in part, to prepare Anchorage's long-range transportation plan (LRTP).

This report presents further analysis of the origin-destination information provided by the Anchorage Household Travel Survey (AMATS 2002), combined with 2000 Census data and 1998 Municipality of Anchorage (MOA) land use information (MOA 2001a and 2001b), to better identify general characteristics of trips made within and through the East Anchorage study area. This report is organized by the following four areas of analysis:

- Geographic characteristics of the 14 areas identified in the Municipality of Anchorage survey (AMATS 2002). (Appendix A details the land-use codes and groups used.)
- The purpose of the trips taken within and through these areas. (Appendices B and C provide supporting information.)
- The characteristics of the trips passing through the Tudor Road and Lake Otis Parkway intersection (an area of known congestion). (Appendix D provides supporting information.)
- The number of trips to and from the 14 areas identified in the MOA survey (AMATS 2002). (Appendix E presents a series of maps to depict this information.)

Geographic Area Characteristics

Figure 1 depicts the geographic areas reflected in the Anchorage Household Travel Survey (AMATS 2002) and analyzed for this report. Areas used to categorize information are listed below:

- Abbott Loop
- Airport
- Chugiak-Eagle River
- Downtown
- Hillside
- Military
- Mountain View
- Muldoon
- North Midtown
- Northwest
- Sand Lake
- South Anchorage
- South Midtown
- University

Table 1 provides a summary of each area's characteristics, including square mileage, percent of the total area of the study area, resident population calculated from the 2000 Census block level population information, and number of people per square mile. Approximately 2,975 people surveyed live outside the areas used for the Anchorage Household Travel Survey, but within the Municipality of Anchorage; these residents are not reflected in Table 1.

Population

One of the first aspects important to understanding existing transportation patterns is knowledge about where people live and how densely population is concentrated. Areas densely populated

---

[1] Defined as the geographic area bounded by the Glenn Highway to the north, Rabbit Creek Road to the south, the Old Seward Highway to the west, and the Ft. Richardson Military Reservation and Chugach State Park to the east.

N
W E
S

GLENN

EKLUTNA LAKE

PARADIS

SETTLERS

OBERG
SKI
SUETAWN

SUNSET
CANYON
DIVISION

SIMS

TERRACE

FARM   JAMIE CORAL

KANTISHNA

VFW
LEE
2ND

HILAND

EAGLE RIVER

NEW GLENN

PETERKIN   PECK

3RD   FIFTH   SIXTH

DEBARR

MULDOON

TWENTIETH

WESLEYAN
PATTERSON

KNIK   BAXTER

BENSON

AERO
SIOT

A
FORTIETH
C
UAK

BRAGAW

DOWLING
B
BRAYTON
FIJI
LAKE OTIS

RASPBERRY

SANDLAKE

JEWEL LAKE

ARLENE
MINNESOTA
ARCTIC
KING
KING

OLD SEWARD

ABBOTT   MAIN TREE

BIRCH
OUR

KLATT   KLATT
HUFFMAN

KING JOHNS

DE ARMOUN

GINAMI

VENUS

ELMORE   CLARKS

NEW SEWARD

SPAIN

LEGEND

Roads		Abbott Loop	Muldoon
Streams		Airport	North Midtown
Mud Flats		Chugiak-Eagle River	Northwest
Water		Downtown	Sand Lake
Elmendorf Air Force Base		Hillside	South Anchorage
Fort Richardson Military Reservation		Military	South Midtown
		Mountain View	University

FIGURE 1: GEOGRAPHIC AREAS

EAST ANCHORAGE STUDY OF TRANSPORTATION

Prepared for:

HDR Alaska

with a close proximity to areas of commerce would typically show a lower trip pattern per person than sparsely populated areas.

As Table 1 depicts, the areas with the highest population densities are Muldoon, Northwest, Mountain View, North Midtown, and Abbott Loop, respectively. The Downtown and University areas are next in relative density. The lowest population densities occur in the Airport (which has no population), Chugiak-Eagle River, Military, and Hillside areas.

Table 1. Summary of Geographic Area Characteristics

Geographic Area Name	Area (square miles)	Percent of Study Area	Resident Population	Percent of Study Population	Resident People/ Square Mile
Abbott Loop	5.0	1.9%	20,194	7.8%	4,039
Airport	8.2	3.0%	--	0.0%	--
Chugiak-Eagle	141.4	52.5%	29,743	11.6%	210
Downtown	4.5	1.7%	15,861	6.2%	3,525
Hillside	32.1	11.9%	28,248	11.0%	880
Military	34.3	12.8%	10,948	4.3%	319
Mountain View	2.7	1.0%	12,004	4.7%	4,446
Muldoon	9.1	3.4%	45,179	17.6%	4,965
North Midtown	3.4	1.3%	13,921	5.4%	4,094
Northwest	3.4	1.2%	16,629	6.5%	4,891
Sand Lake	7.9	2.9%	18,523	7.2%	2,345
South Anchorage	8.9	3.3%	21,329	8.3%	2,397
South Midtown	3.8	1.4%	9,266	3.6%	2,438
University	4.4	1.7%	15,463	6.0%	3,514

Source: Anchorage Household Travel Survey (September 2002) geographic area data, Census 2000 data and 1998 Municipality of Anchorage land use.

Trips Per Day Per Geographic Area

The number of trips made during an average weekday to and from each of the 14 areas of the city was also analyzed. This information is depicted graphically on a series of figures contained in Appendix E. The lines noted on each of these figures represent the origin-destination relationship between one area of the city and other areas.

Home-Based Trips

Typically, the first trip people make everyday starts from home, and the last trip they make at night ends at home. This pattern often results in particular traffic characteristics, such as trip peaks occurring in the morning and evening, on particular routes. Thus, in addition to knowing where the population is concentrated, it is important to know the numbers of trips made by people living in the area. The number of trips originating from home in a particular area was also calculated. Table 2 presents this information.

Information about trips originating from residences was combined with 2000 Census population data to obtain a trip per person rate per geographic area (Table 2). Hillside and Chugiak-Eagle River showed the highest number of trips per person; low population densities in these areas may be resulting in more trips per person because destinations are spread farther apart. The fewest trips per person occurred in the Airport area, which has no resident population.

The remaining geographic areas fell into three main groups: areas with high residential densities and low person/trip rates (Downtown, North Midtown, Mountain View, University), areas with

medium to high residential densities with medium person/trip rates (Abbott Loop, Northwest, Sand Lake, South Midtown, Muldoon, South Anchorage) and the Military Area, which has a fairly low density and a low trip rate.

The Military area is actually similar to Downtown and Mountain View in that the housing and services are clustered together; the residential density of the Military area can be explained by the fact that the Military residential housing is actually very centralized as are the services, but the Military area encompasses a large portion of land used for other purposes.

The percent of home-based trips compared to the total number of trips originating in each geographic area was also calculated. In Abbott Loop, Chugiak-Eagle River, Hillside, Muldoon, Northwest, and Sand Lake areas, approximately half of the trip origins were residences, while the Airport, North Midtown, and Downtown had 10% or less of the trips originating at residences.

Table 2. Summary of Population and Home-Based Trips per Geographic Area

Origin Geographic Area	Resident Popula-tion	Home Based Trip Origins	Home Based Trips per Person	Trip Origins	% Of Trip Origins Home-Based	% Of Trip Origins for all Trips
Abbott Loop	20,194	23,222	1.1	50,850	46%	5.4%
Airport	--	130[1]	--	13,164	1%	1.4%
Chugiak-Eagle	29,743	55,462	1.9	119,683	46%	12.7%
Downtown	15,861	7,649	0.5	76,764	10%	8.1%
Hillside	28,248	59,017	2.1	101,402	58%	10.7%
Military	10,948	9,023	0.8	36,148	25%	3.8%
Mountain View	12,004	7,203	0.6	31,598	23%	3.3%
Muldoon	45,179	59,635	1.3	111,589	53%	11.8%
North Midtown	13,921	7,017	0.5	108,277	6%	11.4%
Northwest	16,629	19,876	1.2	37,704	53%	4.0%
Sand Lake	18,523	21,704	1.2	43,099	50%	4.6%
South Anchorage	21,329	36,042	1.7	99,859	36%	10.6%
South Midtown	9,266	11,026	1.2	55,674	20%	5.9%
University	15,463	10,053	0.7	59,965	17%	6.3%

Base: 12,092 unlinked trips weighted by geography and household size and expanded to represent 980,163 total trips in the Anchorage area. Source: Anchorage Household Travel Survey (September 2002) trip data and Census 2000 data.
[1]The 1998 land use information showed no residential uses in the Airport area, but one location in the Airport subarea was coded as a private residence; this residence accounts for the two home based trips on which the expanded, weighted value of 130 trips is based.

Land Use

Land use within a geographic area can also impact traffic patterns; areas of commerce and residences define where trips are taken. Land was categorized into more general land use categories based on the land use code number as follows:

- Commercial
- Industrial
- Institutional
- Parks

- Residential
- Transportation
- Other

Appendix Table A-1 contains the land use codes and groupings used for this analysis. Figure 2 displays the land use groups within each of the geographic areas; land use information was unavailable for the Military and Chugiak-Eagle River areas.

N
W E
S

NEW GLENN

PECK

BARKER
SIX TH
DEBARR
MULDOON
TWENTIETH
KNIK
BONIFACE
AIRPORT
MUSE
PATTERSON
FOURTH

DOWLING
FURT ON
FURT ON

RASPBERRY

SPENARD LAKE
CARIBLE
MINNESOTA
PACIFIC
KING
OLD SEWARD
ABBOTT
BIRCH
LA VE
HUNTREE

KLAFT
JOHNS
KLAFT

HUFFMAN
DEARMOUN
NEW SEWARD
ELMORE
RABBIT
CLARKS
GERM
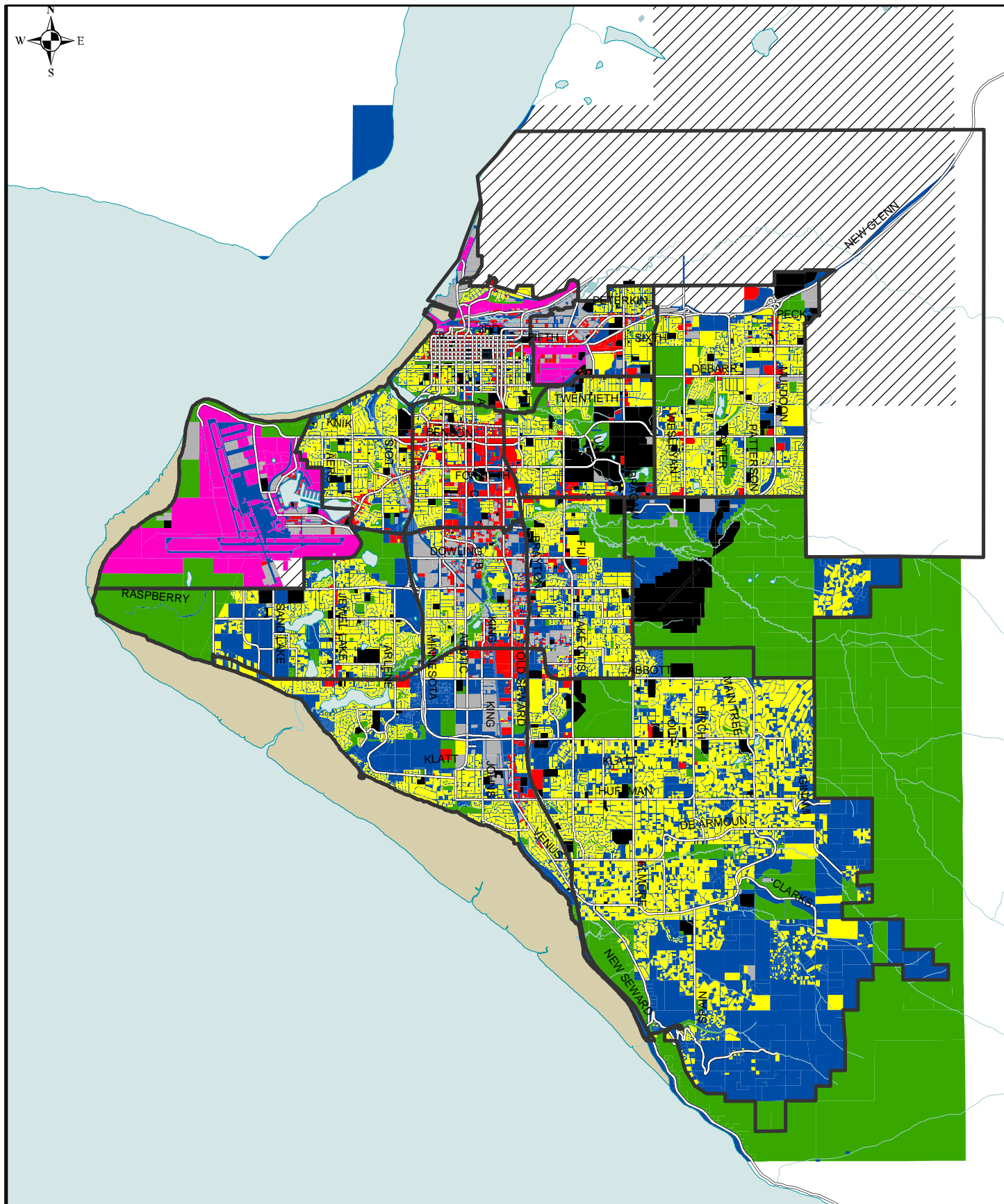
LEGEND

— Roads	■ Commercial	■ Residential	
— Streams	■ Industrial	■ Transportation	
▬ Mud Flats	■ Institutional	■ Other	
▬ Water	○ Military		
⬭ Geographic Areas	■ Parks		

FIGURE 2: 1998 LAND USE

EAST ANCHORAGE STUDY OF TRANSPORTATION

Data Source: Household Travel Survey
September 2002 data   Date: December 2002

Prepared for:

HDR Alaska

To determine the main areas within the Municipality of Anchorage where the land use categories are concentrated, the total land within the land use study was subdivided into total land in each category. Table 3 and Figure 3 present the total land in each land-use category classified by percent in each geographic area.

Figure 3. Comparison of Land in Each Land-Use Category Classified by Geographic Area
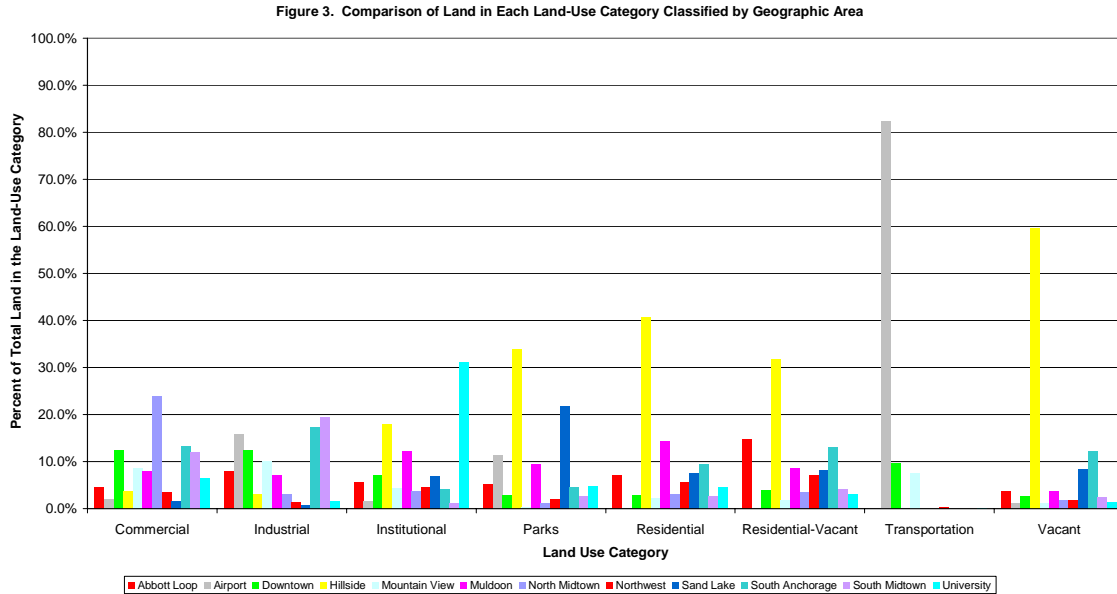
Table 3. Land in each Land-Use Category Classified by Geographic Area

Geographic Area Name	Percent of Total Land in this Category Per Geographic Area					
	Commercial	Industrial	Institutional	Parks	Residential	Transportation
Abbott Loop	4.5%	8.0%	5.7%	5.3%	7.1%	0.0%
Airport	1.9%	15.8%	1.5%	11.3%	0.0%	82.4%
Downtown	12.4%	12.4%	7.1%	3.0%	2.8%	9.6%
Hillside	3.8%	3.0%	17.9%	33.8%	40.8%	0.0%
Mountain View	8.6%	10.2%	4.3%	0.3%	2.1%	7.6%
Muldoon	8.0%	7.0%	12.2%	9.5%	14.2%	0.0%
North Midtown	23.9%	3.0%	3.6%	1.2%	3.0%	0.0%
Northwest	3.5%	1.4%	4.5%	1.9%	5.7%	0.4%
Sand Lake	1.7%	0.7%	6.8%	21.8%	7.5%	0.0%
South Anchorage	13.4%	17.3%	4.1%	4.6%	9.3%	0.0%
South Midtown	11.9%	19.5%	1.1%	2.7%	2.8%	0.0%
University	6.4%	1.7%	31.1%	4.8%	4.5%	0.0%
TOTAL (ACRES)	**2,536**	**2,551**	**2,840**	**7,664**	**16,836**	**3,316**

Data Source: Municipality of Anchorage 1998 land use information. Chugiak-Eagle River and the Military are not included since these areas were outside of the scope of the1998 land use study.

To help determine the characteristics of each geographic area, the total land within each geographic area was subdivided by land use. Figure 4 and Table 4 present the percent of land within a geographic area classified by land-use based on the total land within each geographic area.

Figure 4. Comparison of Land in Each Geographic Area Classified by Land-Use Category
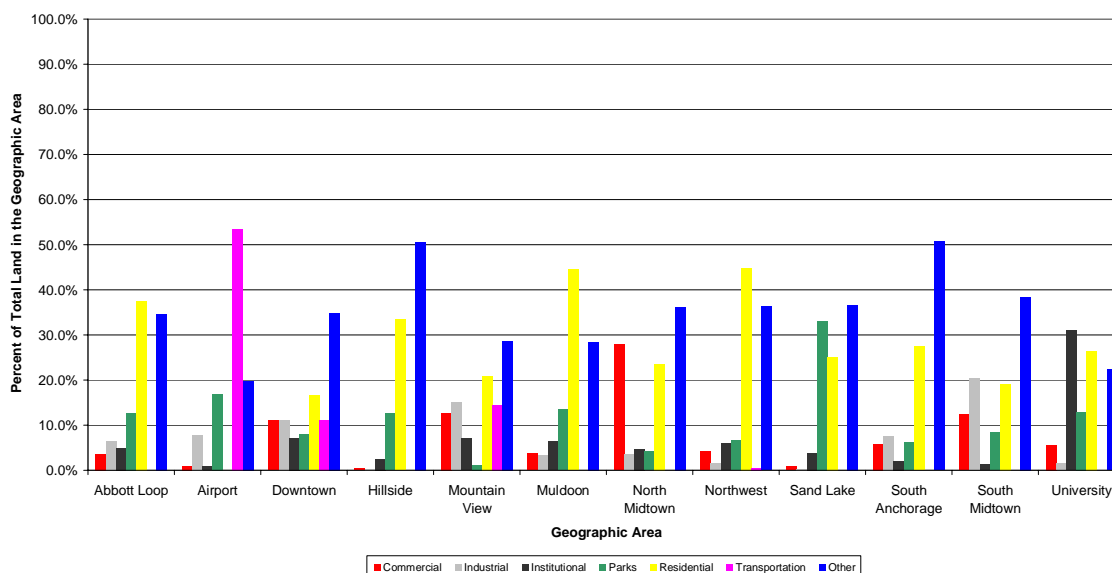
Table 4. Land in Each Geographic Area Classified by 1998 Land Use

Geographic Area Name	Percent of Total Land in this Geographic Area per Category							Total (acres)
	Com-mercial	Industrial	Institutional	Parks	Residential	Transpor-tation	Other*	
Abbott Loop	3.6%	6.4%	5.0%	12.6%	37.6%	0.0%	34.7%	**3,191**
Airport	0.9%	7.9%	0.8%	16.9%	0.0%	53.6%	19.9%	**5,102**
Downtown	11.1%	11.1%	7.1%	8.0%	16.6%	11.2%	34.9%	**2,848**
Hillside	0.5%	0.4%	2.5%	12.6%	33.4%	0.0%	50.7%	**20,571**
Mountain View	12.7%	15.1%	7.0%	1.2%	20.9%	14.5%	28.6%	**1,727**
Muldoon	3.8%	3.3%	6.5%	13.5%	44.5%	0.0%	28.4%	**5,394**
North Midtown	27.9%	3.5%	4.8%	4.1%	23.5%	0.0%	36.2%	**2,173**
Northwest	4.1%	1.7%	6.0%	6.6%	44.8%	0.6%	36.3%	**2,147**
Sand Lake	0.8%	0.3%	3.8%	33.1%	25.1%	0.0%	36.7%	**5,039**
South Anchorage	5.9%	7.7%	2.0%	6.2%	27.4%	0.0%	50.8%	**5,724**
South Midtown	12.4%	20.4%	1.3%	8.4%	19.1%	0.0%	38.4%	**2,442**
University	5.7%	1.5%	31.0%	12.9%	26.5%	0.0%	22.3%	**2,845**

*Other includes vacant land and right-of-way (roads),
Data Source: Municipality of Anchorage 1998 Land Use. Chugiak-Eagle River and the Military are not included since these areas were outside of the scope of the1998 land use study.

Residential land is concentrated on the Hillside and in Muldoon, with Abbott Loop, Sand Lake, and South Anchorage also containing a high proportion of the residential land in the Anchorage Bowl. From the 2000 Census figures, it is obvious that there is also a high proportion of residential land use in the Chugiak-Eagle River area, which has a comparatively large resident population.

North Midtown has the highest percent of the commercial land (23.9%) throughout the Municipality of Anchorage (Table 3); the amount of commercial land located in North Midtown

may account for the relatively small proportion of home-based trips in that area, despite a fairly dense residential population. South Anchorage (13.4%), Downtown (12.4%), and South Midtown (11.9%) were next in amount of land used for commercial purposes.

Industrial land is concentrated in the South Midtown, South Anchorage, Airport, Downtown and Mountain View areas. Hillside and Muldoon have the highest percentage of institutional and residential land in the geographic areas included in this study. The Airport dominates the transportation category, with over 80% of the transportation land uses in this geographic area.

Trip Purpose Analysis
Data from the Anchorage Household Travel Survey (AMATS 2002) were also analyzed by trip purpose. This section examines trip purpose (travel for work, shopping, recreation, etc.) within each geographic area to determine the kinds of trips people take to or within each geographic area. The subsequent section of this report broadens the focus of the analysis to the entire Municipality of Anchorage to determine the primary destinations for work, school, shopping, and other types of trips.

Trip Purpose Within Each Geographic Area
In the Anchorage Household Travel Survey (AMATS 2002), a primary trip purpose was assigned to each trip (Trip Purpose PB). This trip purpose reflected the following categories:

- Work Commute
- School Commute
- Personal Business
- Shopping

- Recreation
- Eat Out
- Serve Passenger
- Other

To account for differences in geographic sampling as well as the under-representation of the larger households in the sample, the final expansion factor (expwgt) assigned to each trip in the Anchorage Household Travel Survey was used for all analysis in this report. Table 5 provides a summary of trip purpose by percent of trips within each geographic area. Figure 5 depicts this information graphically. As both Table 5 and Figure 5 show, all geographic areas are destinations for a range of activities. Chugiak-Eagle River accounted for the greatest percentage of all trips, with 12.7% of the trips ending there. Muldoon, North Midtown, South Anchorage, and Hillside areas also had higher percentages of trips, with a combined total (including Chugiak-Eagle River), of 57.3% of all trips. The Airport was the geographic area with the fewest number of trips, accounting for only 1.5% of all trip destinations.

The largest percentages of trips taken in most of the geographic areas were those to and from work. Figure 6 provides a closer look at the percentage of work-commute related trips in each geographical area, subdividing by "from work" and "to work".

Figure 5. Comparison of Trips in Geographic Destination Classified by Trip Purpose
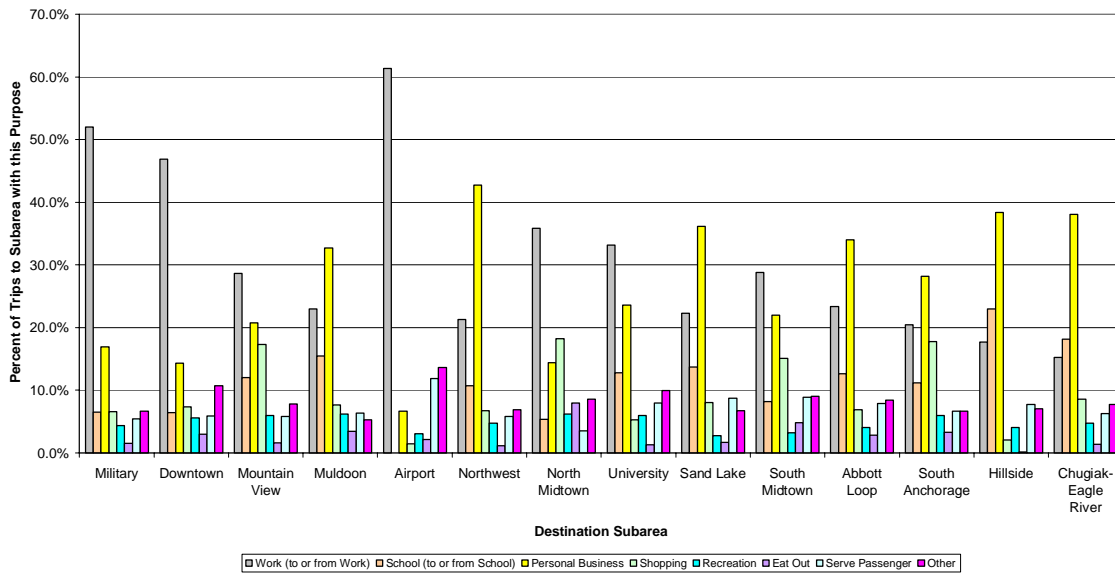
Table 5. Summary of Trip Purpose by Percent of Trips Within Geographic Area

		TRIP PURPOSE by Percent of Trips within Geographic Area								Total Number of Trips	Percent of All Trips[1]
	Work (only to)*	Work (to and from)	School (to and from	Personal Business	Shopping	Recreation	Eating Out	Serve Passenger	Other		
Abbott Loop	9.50%	23.30%	12.60%	34.00%	6.90%	4.10%	2.80%	7.90%	8.40%	50,749	5.40%
Airport	54.60%	61.30%	0.00%	6.70%	1.40%	3.00%	2.10%	11.80%	13.60%	13,694	1.50%
Chugiak-Eagle River	3.60%	15.30%	18.10%	38.10%	8.60%	4.70%	1.30%	6.20%	7.70%	119,654	12.70%
Downtown	31.00%	46.80%	6.40%	14.30%	7.30%	5.50%	2.90%	5.90%	10.80%	76,439	8.10%
Hillside	5.00%	17.70%	22.90%	38.40%	2.10%	4.10%	0.10%	7.70%	7.00%	101,018	10.70%
Military	35.80%	52.00%	6.50%	16.90%	6.60%	4.40%	1.50%	5.40%	6.70%	35,971	3.80%
Mountain View	16.00%	28.70%	12.00%	20.80%	17.40%	6.00%	1.60%	5.80%	7.80%	31,799	3.40%
Muldoon	5.40%	23.00%	15.40%	32.70%	7.70%	6.10%	3.40%	6.40%	5.20%	111,352	11.80%
North Midtown	21.80%	35.90%	5.30%	14.40%	18.20%	6.20%	8.00%	3.50%	8.60%	108,140	11.50%
Northwest	6.40%	21.30%	10.70%	42.70%	6.80%	4.70%	1.10%	5.90%	6.90%	37,495	4.00%
Sand Lake	5.20%	22.30%	13.70%	36.20%	8.10%	2.80%	1.60%	8.70%	6.70%	42,963	4.50%
South Anchorage	8.50%	20.40%	11.10%	28.20%	17.70%	6.00%	3.30%	6.60%	6.60%	99,775	10.60%
South Midtown	16.30%	28.80%	8.20%	22.00%	15.10%	3.20%	4.80%	8.90%	9.10%	55,869	5.90%
University	22.20%	33.20%	12.70%	23.60%	5.30%	6.00%	1.30%	8.00%	9.90%	59,409	6.30%

Destination Geographic area

*This column represents a sub sample of the *Work (to and from)* column.

Base: 12,092 unlinked trips weighted by geography and household size and expanded to represent 980,163 total trips in the Anchorage area.

Source: Household Travel Survey (September 2002)

[1] *This column may not add up to exactly 100% due to rounding.*

Figure 6. Percent of Work-Commute Trips Within Each Geographic Destination
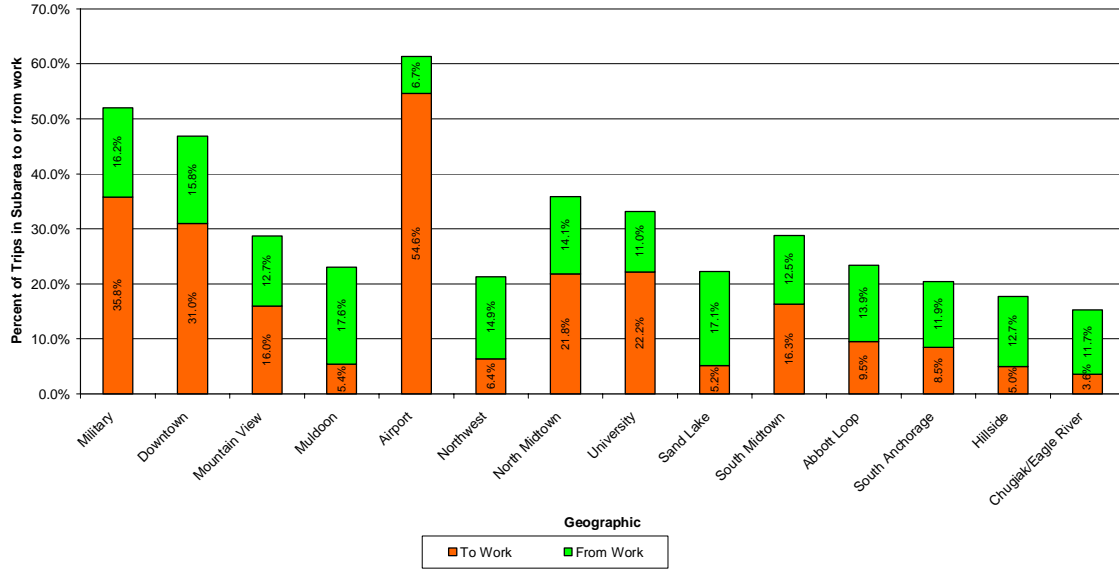
The following paragraphs provide a more detailed discussion of origin and destination information for each geographic area. Information presented below is depicted graphically and numerically in Appendix B.

Abbott Loop. The origins of about 40% of the trips to this area were Abbott Loop (22.0%) and Hillside (18.2%). The remaining trips originated from the other geographic areas, with a higher proportion coming from South Anchorage, North Midtown, and the University. The main trip purpose to this area was personal business, followed by work commute and school commute. There were slightly more "from work" trips than "to work" trips in this area (Table B-1, Figure B-1).

Airport. The Airport area is dominated by work trips, with over 60% of the trips in this area resulting from work-commute related travel. Of the trips work commute trips, 89% are classified as "to work." There are no trips to and from school in this area, which is to be expected in a non-residential area with no schools. Some trips occurred in the remaining trip purpose categories. The land use in this area is mainly transportation-related, with the Anchorage International Airport occupying most of the land space (Table B-2, Figure B-2).

Chugiak-Eagle River. Over 75% of the trips which occurred with Chugiak-Eagle River as a destination also originated in Chugiak-Eagle River. Personal business, school commute and work commute were the top three trip purposes for this destination area. Of the work commute trips, the majority were returning from work rather than commuting to work (Table B-3, Figure B-3).

Downtown. In the Downtown area, the primary trip purpose is travel to and from work (46.8%), with a high proportion of the work-related travel by people traveling into the area to work (31.0%). Trip origins, however, were not as dominated by intra-area trips, and instead were scattered across many other geographic areas. Muldoon (10.9%) and North Midtown (11.0%) accounted for an additional 21.9% of trips ending in this area (Table B-4, Figure B-4).

Hillside. Over 40% of the trips which had Hillside as a destination also originated in Hillside. Personal business and school commute accounted for over 60% of the trips to this area, while work commute accounted for 17.5%. Of the work trips to this area, most were returning from work rather than coming to work (Table B-5, Figure B-5).

Military. The Military geographic area was a destination for 3.8% of all trips. The greatest percentage of the trips ending in this area was "to or from work", with 69% of all work trips taken. About half of the work-related travel also originated in this geographic area, while the remaining originated in mixture of areas, with Muldoon and Chugiak-Eagle River being two of the most frequent origins. Personal business was the next most frequent trip purpose for this geographic area, with 16.9% of all trips ending in this geographic area. Trips in all categories were dominated by intra-area travel, with 47.9% of all trips beginning and ending in the Military geographic area. Muldoon (13.6%) and Chugiak-Eagle River (9.3%) were next in frequency as origins for trips destined for this area (Table B-6, Figure B-6).

Mountain View. Work trips also defined the greatest percentage of trips to the Mountain View area. The percentage of trips for school, personal business, and shopping, however, was more similar to the number of work trips than in the Military or Downtown areas. Trips originating in Mountain View (26.4%) and in Muldoon (19.2%) accounted for a large portion of the trips in the area (45.6 % of all trips ending in this area) (Table B-7, Figure B-7).

Muldoon. Of all trips ending in Muldoon, 46.4% also originated in Muldoon. Next in frequency, 10.5% of the trips originated in the University area. The greatest numbers of trips ending in the Muldoon area are classified as "Personal Business," with work commute and school commute next in frequency. About one-fourth of the work commute trips were "to work," so the majority of the work commute trips in this area were returning to work from another destination. The work trips mainly originated from Muldoon, Military, Downtown, North Midtown, and the University areas, though all areas were represented as origins for work trips (Table B-8, Figure B-8).

North Midtown. North Midtown serves as a destination for trips originating in all areas. About one-quarter of the trips beginning in North Midtown also end in North Midtown. The next highest areas for trips origination is fairly evenly divided between Downtown, Muldoon, Northwest, University, South Midtown, South Anchorage, and Hillside. North Midtown is a main destination for work and shopping (Table B-9, Figure B-9).

Northwest. The trips that end in the Northwest area predominately originate in North Midtown (22.9%) and the Northwest (20.9%). The next highest area or origin for the Northwest is South Anchorage with 11.9% of the trips originating from there. Almost half of the trips ending in this area have "Personal Business" as the primary trip purpose. Work commute is the next most frequent purpose, with three quarters of the work trips being "from work" (Table B-10, Figure B-10).

Sand Lake. The Sand Lake area has trips mainly originating from Sand Lake (29.8%) and South Anchorage (21.8%), with the rest of the trips coming from a mixture of the other areas. Personal Business was the most frequent trip purpose cited for trips ending in this area, followed by work commute and school commute. Of the work commute, less than one-third were "to work" (Table B-11, Figure B-11).

South Anchorage. Almost a third of the trips (31.7%) in this area originate within the area. North and South Midtown, Sand Lake, and Hillside combined accounted for an additional 43.0% of the origins of the trips to this area. Personal business was the main trip purpose for trips to this area, followed by work commute, shopping and school commute (Table B-12, Figure B-12).

South Midtown. South Midtown trips were dominated by trips originating in South Midtown (23.5%), South Anchorage (17.9%), and North Midtown (12.7%). Trips in this area were characterized as mainly work commute, personal business, and shopping, although trips occurred in all trip purpose categories. Trips were fairly evenly split between "to work" and "from work," with slightly more trips being categorized as "to work" (Table B-13, Figure B-13).

University. The University area has many trips originating in Muldoon (15.9%), the University (15.1%), and North Midtown (13.1%). The main trip purpose for trips destined for the University are work commute, school commute, and personal business. Of the work commute trips, about two-thirds are "to work" trips with the University as a destination (Table B-14, Figure B-14).

Trip Purpose Across the Municipality

This section presents an analysis of trip purpose by comparing the total number of trips within the same trip purpose group throughout the Municipality of Anchorage by both the origin and destination geographic areas. Table 6 and Figure 7 provide a summary of trip purpose by geographic destination. Appendix C contains the detailed figures and tables for this analysis.

Work. Trips to or from work accounted for the highest percentage of trips, with 27.5% of the total number of trips categorized with this purpose. The highest number of trips to and from work occurred in North Midtown (15.1%), Downtown (14.1%), and Muldoon (9.6%); these geographic areas combined accounted for almost 40% of all work trips and 11% of all trips. Work trips were further categorized into "to" and "from" work and the "to work" trips were evaluated as to percent occurring in each destination geographic area. North Midtown and Downtown areas still showed the highest percent of "to work" trips; however, the Military and the University are the next most frequent work destinations. Almost 60% of the work destinations are within these four geographic areas (Table C-1, Figure C-1).

School. Trips to or from school accounted for 12.5% of the trips within the Municipality of Anchorage (Table 6). Of these trips, the areas dominating with the most number of "to or from school" trips were Hillside (19.9%), Chugiak-Eagle River (18.6%), and Muldoon (13.5%), which combined accounted for more than half of all school trips. All geographic areas, with the exception of the Airport, had some trips to or from school (Table C-2, Figure C-2).

Personal Business. Trips for personal business accounted for 27.3% of the trips within the Municipality of Anchorage (Table 6), second in frequency to work trips. Of these trips, the geographic areas dominating with the highest number of personal business trips were Chugiak-Eagle River (17.2%), Hillside (14.8%), Muldoon (14.0%), and South Anchorage (10.5%), which combined accounted for more than half of all personal business trips (Table C-3, Figure C-3).

Shopping. Shopping as the primary trip purpose accounted for 8.6% of all trips taken throughout the Municipality of Anchorage (Table 6). The main geographic areas where shopping was listed as the primary purpose were North Midtown (20.7%), South Anchorage (19.1%), and Chugiak-Eagle River (11.3%); these areas combined accounted for over 50% of all shopping trips (Table C-4, Figure C-4).

Recreation. Recreation was the second least frequent trip purpose, with 5.7% of the trips listing recreation as the primary purpose (Table 6). Muldoon (14.6%), North Midtown (14.0%), South Anchorage (12.8%), and Chugiak-Eagle River (12%) were the destinations with the highest proportion of trips for which recreation was the primary purpose (Table C-5, Figure C-5).

Eating Out. Eating out was the least frequent trip purpose, with 2.9% of the trips listing eating out as the primary purpose (Table 6). North Midtown destination (31.4%) accounted for the largest percentage of trips where people listed eating out as their primary trip purpose. Following in frequency were Muldoon (14.4%), South Anchorage (12.3%), and South Midtown (10.1%) (Table C-6, Figure C-6).

Serve Passengers. Trips that were made primarily to serve a passenger made up 6.5% of all of the trips taken (Table 6). The highest percentage of the serve passenger trips were made with Hillside (12.6%) as a destination, followed by Chugiak-Eagle River (12.0%), Muldoon (11.2%), and South Anchorage (10.7%) (Table C-7, Figure C-7).

Other. Trips that did not fall into the other categories were classified as "other". Of all of the trips surveyed, 7.9% listed the trip's primary purpose as other (Table 6). Chugiak-Eagle River (12.6%), Downtown (11.4%), and North Midtown (12.8%) as destinations had the highest frequency of trips that were classified as "other" (Table C-8, Figure C-8).

Figure 7. Comparison of Trips in Each Trip Purpose Category Classified by Geographic Destination
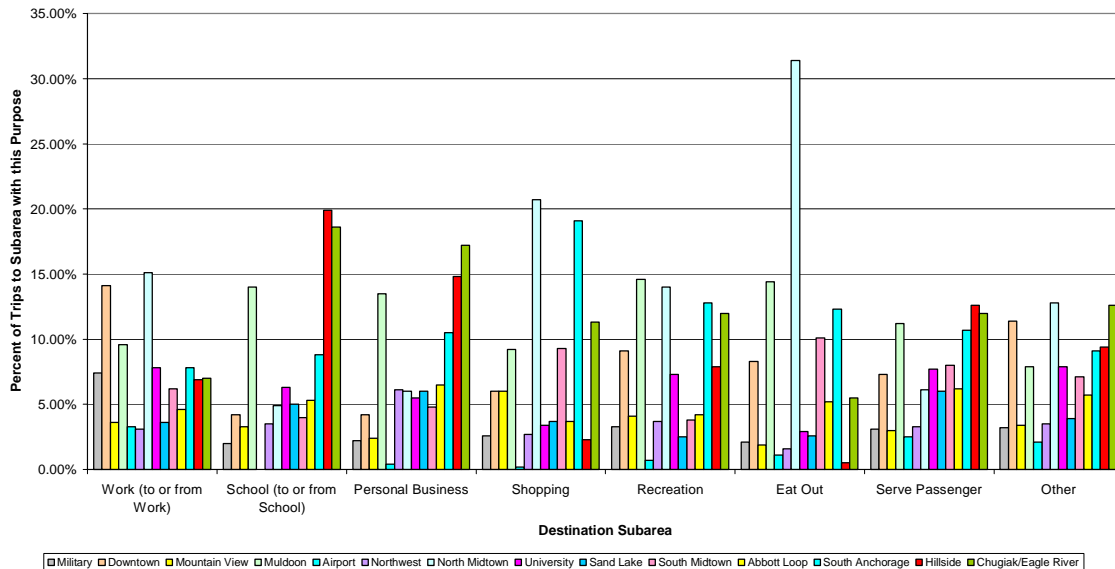
Table 6. Summary of Trip Purpose by Destination Geographic area by Percent of Trips to all Areas with Trip Purpose

		TRIP PURPOSE by Percent of Trips with that Purpose								
		Work (to and from)	Work (only to)*	School (to and from	Personal Business	Shopping	Recreation	Eating Out	Serve Passenger	Other
	Abbott Loop	4.6%	3.7%	5.3%	6.5%	3.7%	4.2%	5.2%	6.2%	5.7%
	Airport	3.3%	5.7%	0.0%	0.4%	0.2%	0.7%	1.1%	2.5%	2.1%
	Chugiak-Eagle River	7.0%	3.3%	18.6%	17.2%	11.3%	12.0%	5.5%	12.0%	12.6%
	Downtown	14.1%	18.7%	4.2%	4.2%	6.0%	9.1%	8.3%	7.3%	11.4%
	Hillside	6.9%	3.9%	19.9%	14.8%	2.3%	7.9%	0.5%	12.6%	9.4%
	Military	7.4%	10.0%	2.0%	2.2%	2.6%	3.3%	2.1%	3.1%	3.2%
	Mountain View	3.6%	4.0%	3.3%	2.4%	6.0%	4.1%	1.9%	3.0%	3.4%
	Muldoon	9.6%	4.6%	14.0%	13.5%	9.2%	14.6%	14.4%	11.2%	7.9%
	North Midtown	15.1%	18.3%	4.9%	6.0%	20.7%	14.0%	31.4%	6.1%	12.8%
	Northwest	3.1%	1.9%	3.5%	6.1%	2.7%	3.7%	1.6%	3.3%	3.5%
	Sand Lake	3.6%	1.7%	5.0%	6.0%	3.7%	2.5%	2.6%	6.0%	3.9%
	South Anchorage	7.8%	6.5%	8.8%	10.5%	19.1%	12.8%	12.3%	10.7%	9.1%
	South Midtown	6.2%	7.2%	4.0%	4.8%	9.3%	3.8%	10.1%	8.0%	7.1%
	University	7.8%	10.3%	6.3%	5.5%	3.4%	7.3%	2.9%	7.7%	7.9%
Total Number of Trips		269,081	125,064	122,432	267,197	95,706	55,669	28,765	63,752	77,561
Percent of All Trips		27.5%	12.8%	12.5%	27.3%	9.8%	5.7%	2.9%	6.5%	7.9%

The leftmost vertical label reads "Destination Geographic area".

*This column represents a sub sample of the Work (to and from) column.
Base: 12,092 unlinked trips weighted by geography and household size and expanded to represent 980,163 total trips in the Anchorage area.

Congestion at Tudor Road and Lake Otis Parkway

Three main paths for traffic that could contribute to the known congestion at Tudor Road and Lake Otis Parkway intersection were identified. Figure 8 shows the boundaries of the areas containing the origins and destinations where the potential route would pass through Tudor Road and Lake Otis Parkway; Appendix D contains additional figures and tables related to this section. The trips in which the origins and destinations lay in the defined areas were assumed to have Lake Otis and Tudor intersection as the preferred route, since it was the shortest main path for these trips.

The trips included had to move between the following three areas:
1. Trips moving between the northeast quadrant of Anchorage and the southeast quadrant of the Anchorage Bowl (Areas 1, Figure D-1).
2. Trips moving between the Lake Otis and Tudor area and the northwest quadrant of the Anchorage Bowl (Areas 2, Figure D-2).
3. Trips moving between the southwest quadrant of Anchorage and the northeast quadrant, including Chugiak-Eagle River (Areas 3, Figure D-3).

Trips that meet the above specified criteria were then analyzed using four different characteristics of the trips: trip purpose, age group, trip duration, and trip departure time range. These results were then compared to the trip characteristics of the MOA as a whole.

The trips using Lake Otis Parkway and Tudor Road had differences in trip purpose when compared to the other trips across the MOA. There were fewer shopping trips, more trips related to work commute, and a higher percentage of trips concerned with eating out (Table D-1).

The characteristics of the people making the trips tended to be older, with 5% lower number of 5-17 year olds (Table D-2). Trips fell more into the mid-range of trip duration, with most trips taking between 15 to 60 minutes (Table D-3). The distribution of the time when trips occurred involved more night and early morning trips, fewer a.m. peak trips, fewer midday trips, and more p.m. trips when compared to the other trips across the MOA (Table D-4).

Conclusion

Data from the Anchorage Household Travel Survey (AMATS 2002) was compared to 2000 Census Data as well as 1998 land use patterns. Areas with higher residential population and land use that were less centrally located had more frequent trips per person than areas that were densely populated but more centrally located to areas of commerce. Areas of commerce also concentrated trip origins and destinations, both as a result of work commute and personal business. Potential causes of traffic congestion may be extrapolated from the regrouping of traffic analysis zones to target Lake Otis Parkway and Tudor Road; the characteristics of these trips were mostly similar to those of the MOA as a whole; however, more of the trips passing through this area had the purpose of work commute.
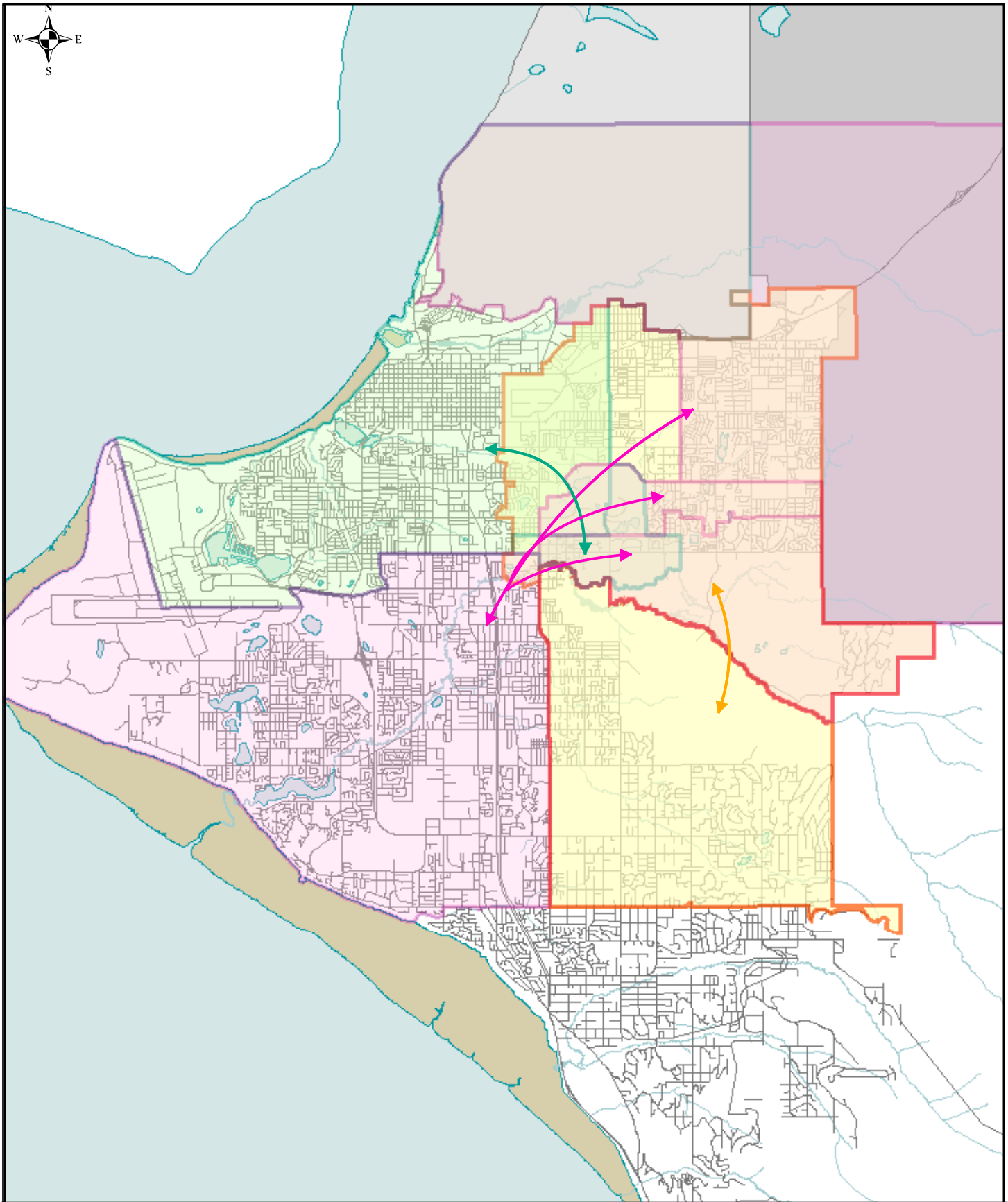
FIGURE 8
ORIGIN-DESTINATION AREAS AFFECTING
EAST ANCHORAGE CONGESTION

EAST ANCHORAGE STUDY OF TRANSPORTATION

LEGEND

Roads
Streams
Mud Flats
Water
Elmendorf Air Force Base
Fort Richardson
Military Reservation

Origin-Destination Path 1
Origin-Destination Path 2
Origin-Destination Path 3
Locations of Origins and
Destinations of Trips

Data Source: Municipality of Anchorage
(1999, 2000, 2001 & 2002 data)   Date: November 2002

Prepared for:

References

Anchorage Metropolitan Area Transportation Study (AMATS). 2002. Municipality of Anchorage Household Travel Survey.

Municipality of Anchorage. April 2001a. GIS Data: US 2000 Census.

Municipality of Anchorage. April 2001b. GIS Data: 1998 Anchorage Bowl Land Use Data.

APPENDIX A

Table A-1. Land Use Codes and Grouping Used for Analysis

Land Use Code	Description	Group
2350	Commercial Education Services	Commercial
2391	Parking structures	Commercial
2390	Commercial Parking Lots	Commercial
2380	Communication-Related	Commercial
2371	Overnight campground or recreational vehicle	Commercial
2370	Transient Lodging	Commercial
2362	Outdoor commercial recreation	Commercial
2361	Indoor commercial recreation	Commercial
2351	day care and pre-schools	Commercial
2340	Personal and Home Services	Commercial
2330	Commercial Transportation Services	Commercial
2320	Repair Services	Commercial
2310	Construction/Special-Trade	Commercial
2300	Other Commercial Services	Commercial
2220	Medical Services, (out-patient)	Commercial
2000	Commercial	Commercial
2360	Commercial Recreation	Commercial
1600	Mixed Religious/Residential	Commercial
2210	Finance, Insurance, Real Est. Legal	Commercial
2100	Commercial Retail	Commercial
2110	General Merchandise/Goods	Commercial
2120	Building Materials	Commercial
2130	Automobiles, Boats, Aircraft, Trailers	Commercial
2150	Food and Liquor	Commercial
2151	Supermarkets	Commercial
2152	Convenience stores	Commercial
2153	Liquor stores	Commercial
2160	Eating and Drinking Establishments	Commercial
2200	Commercial Office	Commercial
2140	Retail Petroleum Products Sales	Commercial
3200	Construction/Special Trade Contractors	Industrial
3810	Electric Utility Related	Industrial
3800	Utility-Related Facilities	Industrial
3700	Motor Vehicle Transportation	Industrial
3610	Air Freight Terminals	Industrial
3600	Warehousing, Wholesale Distribution	Industrial
3530	Bulk petroleum storage	Industrial
3520	Junk and wrecked autos, salvage	Industrial
3510	Bulk building materials	Industrial
3500	Bulk Products and Outdoor Storage	Industrial
1700	Mixed Industrial/Residential	Industrial
3300	Manufacturing and Processing	Industrial
3000	Industrial	Industrial
3100	Truck and Heavy Equipment Repair, Automobile	Industrial

Land Use Code	Description	Group
3820	Natural Gas Utility Related	Industrial
3400	Natural Resource Extraction	Industrial
3840	Sewer Utility Related	Industrial
3850	Solid Waste Utility Related	Industrial
3851	Hazardous Waste Incinerators	Industrial
3860	Storm Drainage Facilities	Industrial
3870	Snow Disposal Sites	Industrial
3880	Communications Facilities	Industrial
2400	Commercial Horticulture	Industrial
4212	Municipal Fire Protection	Industrial
3830	Water Utility Related	Industrial
4800	Other Specific Institutional Uses	Institutional
4220	State Government-All Other	Institutional
4230	Federal Government-All Other	Institutional
4231	Post Office	Institutional
4300	Social/Civic/Fraternal Organizations	Institutional
4400	Churches, Synagogues, Temples, etc.	Institutional
4500	Social Service Facilities	Institutional
4700	Cultural Facilities	Institutional
4170	Private College or University	Institutional
4810	Correctional Facilities	Institutional
4600	Hospitals and Related Facilities	Institutional
4140	Public College or University	Institutional
4000	Institutional	Institutional
4100	Educational Facilities	Institutional
4110	Public Elementary School	Institutional
4210	Municipal Government-All	Institutional
4130	Public High School	Institutional
4211	Municipal Police	Institutional
1150	Bldg.(s) with 50 or more units on the same lot	Institutional
4150	Other Public Schools	Institutional
1400	Group Quarters	Institutional
4160	Private Elementary School	Institutional
4820	Cemeteries	Institutional
4200	Government Facilities	Institutional
4120	Public Jr. High School	Institutional
7300	Military Reservation	Military
1970	Open space (common/dedicated)	Parks
5300	Federal Parks and Recreation Areas	Parks
5100	Municipal Parks, Open Space	Parks
5000	Parks, Open Space, and Recreation Areas	Parks
5200	Chugach State Park	Parks
1299	Mobile Home that physically crosses lot lines	Residential
1000	Residential	Residential
1500	Mixed Commercial/Residential	Residential
1104	Bldg.(s) with 4 units on the same lot -- Four-plex	Residential
1103	Bldg.(s) with 3 units on the same lot -- Triplex	Residential

Land Use Code	Description	Group
1201	Mobile Home on Lot	Residential
1940	Lot with no structure assoc. with adjoining multi	Residential
1220	Mobile Home Park (count is number of units in parcel	Residential
1980	Non-Res. structure assoc. with adj. SF/duplex lot	Residential
1920	Non-Residential structure assoc. with multi family	Residential
1001	Single Family Detached	Residential
1120	Bldg.(s) with 20 to 49 units on the same lot	Residential
1110	Bldg.(s) with 10 to 19 units on the same lot	Residential
1102	Bldg.(s) with 2 units on the same lot	Residential
1099	SF Structure that physically crosses lot lines	Residential
1003	SF Attached to two or more other units on different	Residential
1105	Bldg.(s) with 5 to 9 units on the same lot	Residential
1002	Single Family Attached to one other unit on a diff	Residential
1199	Multi-Family Structure that physically crosses lot	Residential
1240	Associated with mobile home park - no structure	Residential-Vacant
1930	Lot with no structure assoc. with adjoining duplex	Residential-Vacant
1950	Residential Structure Under Construction	Residential-Vacant
1990	Lot with no structure assoc. with adjoining single	Residential-Vacant
1800	Unsound Residential Structure	Residential-Vacant
7200	Railroad ROWs	Right of Way
7100	Street and Highway ROWs	Right of Way
6300	Marine Transportation	Transportation
6200	Railroad Transportation	Transportation
6000	Transportation-Related	Transportation
6100	Aircraft Transportation	Transportation
7000	Other Land Uses	Unknown
8100	Intertidal Areas	Vacant
8000	Vacant Land	Vacant
8200	Waterbodies	Vacant

Appendix B

Table B-1. Trip Purpose—Abbott Loop

Trip Purpose	Geographic Origin (Percentage of Trips in Abbott Loop)														
	Military	*Downtown*	*Mountain View*	*Muldoon*	*Airport*	*Northwest*	*North Midtown*	*University*	*Sand Lake*	*South Midtown*	*Abbott Loop*	*South Anchorage*	*Hillside*	*Chugiak/ Eagle River*	*TOTAL*
Work Commute	0.2%	2.5%	1.4%	1.9%	0.7%	0.3%	3.4%	3.0%	------	2.4%	2.5%	2.0%	2.4%	0.6%	**23.3%**
School Commute	------	------	0.2%	0.2%	------	------	0.4%	1.1%	0.8%	0.3%	4.6%	0.2%	4.7%	0.1%	**12.6%**
Personal Business	0.5%	1.8%	0.3%	3.1%	0.2%	1.1%	4.7%	3.2%	0.2%	2.8%	6.6%	5.6%	4.0%		**34.0%**
Shopping	------	------	------	------	0.1%	0.1%		1.1%	0.3%	0.6%	2.3%	1.0%	1.0%	0.3%	**6.9%**
Recreation	------	0.1%	------	------	------	0.1%		0.4%	0.1%	------	1.2%	0.7%	1.3%	0.1%	**4.1%**
Eat Out	------	0.1%	0.1%	0.2%	------		0.9%	0.2%	0.1%	------	------	------	0.9%	0.1%	**2.8%**
Serve Passenger	------	0.2%	------	------	------	0.5%	0.4%	0.4%	0.5%	0.6%	0.8%	1.0%	3.1%	0.3%	**7.9%**
Other		0.4%	0.3%	0.3%		0.6%	1.2%	0.6%		0.2%	4.0%		0.8%	0.1%	**8.4%**
TOTAL	**0.7%**	**5.1%**	**2.3%**	**5.8%**	**1.0%**	**2.8%**	**11.0%**	**9.9%**	**2.1%**	**6.9%**	**22.0%**	**10.4%**	**18.2%**	**1.8%**	
To Work	0.0%	0.4%	0.1%	1.2%	0.0%	0.3%	0.9%	0.7%		0.6%	1.4%	1.0%	2.3%	0.6%	9.5%

Table B-2. Trip Purpose—Airport

Trip Purpose	Geographic Origin (Percentage of Trips in Airport)														
	Military	*Downtown*	*Mountain View*	*Muldoon*	*Airport*	*Northwest*	*North Midtown*	*University*	*Sand Lake*	*South Midtown*	*Abbott Loop*	*South Anchorage*	*Hillside*	*Chugiak/ Eagle River*	*TOTAL*
Work Commute	0.7%	5.4%	0.7%	7.7%	4.8%	5.5%	3.0%	2.8%	7.9%	2.6%	4.3%	4.7%	4.8%	8.6%	**63.5%**
School Commute															**0.0%**
Personal Business					0.5%	0.7%	1.9%		1.9%			1.2%		0.8%	**7.0%**
Shopping		1.0%				0.5%									**1.5%**
Recreation	1.4%								0.5%					0.5%	**2.4%**
Eat Out							1.5%						0.7%		**2.2%**
Serve Passenger		0.7%		2.5%	0.5%	0.5%	0.7%			1.0%	0.3%	0.5%	4.2%	1.0%	**12.0%**
Other		0.6%		0.5%	1.1%	1.7%	2.6%		1.7%		0.8%	0.5%	2.0%		**11.4%**
TOTAL	**2.2%**	**7.7%**	**0.7%**	**10.6%**	**6.8%**	**8.9%**	**9.7%**	**2.8%**	**12.0%**	**3.6%**	**5.4%**	**6.9%**	**11.7%**	**10.9%**	
To Work	0.7%	3.4%	0.7%	7.7%	2.7%	4.5%	1.7%	2.6%	7.9%	2.6%	3.3%	4.2%	4.3%	8.4%	54.6%

Table B-3. Trip Purpose—Chugiak-Eagle River

Trip Purpose	Geographic Origin (Percentage of Trips in Chugiak-Eagle River)														TOTAL
	Military	Downtown	Mountain View	Muldoon	Airport	Northwest	North Midtown	University	Sand Lake	South Midtown	Abbott Loop	South Anchorage	Hillside	Chugiak/ Eagle River	
Work Commute	1.6%	1.6%	0.6%	0.6%	0.8%	0.2%	1.1%	1.3%	0.3%	0.3%	0.2%	0.3%	0.2%	5.9%	**15.0%**
School Commute	0.2%	0.0%		0.0%			0.6%	0.2%				0.9%		16.4%	**18.4%**
Personal Business	1.5%	1.2%	0.5%	1.4%	0.3%	0.1%	1.5%	0.6%		0.1%	0.1%	0.2%	0.2%	29.9%	**37.6%**
Shopping		0.2%	0.2%	0.1%			0.4%	0.4%	0.1%					7.5%	**8.8%**
Recreation		0.1%		0.1%			0.1%				0.1%		0.2%	4.3%	**4.8%**
Eat Out		0.1%												1.2%	**1.2%**
Serve Passenger		0.1%	0.1%	0.1%			0.2%	0.1%		0.1%				5.7%	**6.4%**
Other	0.1%	0.1%	0.3%	0.3%		0.1%	0.2%	0.3%		0.0%	0.1%	0.5%		5.8%	**7.8%**
TOTAL	**3.4%**	**3.4%**	**1.7%**	**2.7%**	**1.1%**	**0.4%**	**4.1%**	**2.8%**	**0.3%**	**0.5%**	**0.5%**	**2.0%**	**0.5%**	**76.6%**	
To Work	0.1%	0.2%	0.1%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.1%	0.0%	0.0%	3.0%	3.6%

Table B-4. Trip Purpose—Downtown

Trip Purpose	Geographic Origin (Percentage of Trips in Downtown)														TOTAL
	Military	Downtown	Mountain View	Muldoon	Airport	Northwest	North Midtown	University	Sand Lake	South Midtown	Abbott Loop	South Anchorage	Hillside	Chugiak/ Eagle River	
Work Commute	1.8%	16.4%	1.8%	4.5%	0.4%	1.8%	4.2%	2.1%	1.5%	1.3%	1.6%	2.6%	3.9%	2.9%	**46.7%**
School Commute	0.7%	1.2%	0.1%	2.4%		0.2%		0.6%	0.2%		0.1%	0.1%	0.8%	0.1%	**6.5%**
Personal Business	0.3%	4.7%	1.2%	0.5%	0.2%	0.9%	2.4%	1.2%		0.4%	0.7%	0.3%	1.0%	0.4%	**14.2%**
Shopping	0.1%	2.4%	0.2%	0.9%		0.3%	0.6%	0.4%	0.1%	0.2%	0.1%	1.0%	0.4%	0.4%	**7.2%**
Recreation		1.5%	0.1%	0.2%			0.7%	0.3%	0.4%	0.8%	0.5%	0.2%	0.6%	0.3%	**5.6%**
Eat Out		0.6%	0.1%	0.2%		0.7%	0.7%	0.2%				0.4%		0.0%	**2.9%**
Serve Passenger	0.2%	0.5%	0.2%	1.1%		0.7%	1.1%	0.3%	0.5%	0.1%	0.1%	0.9%		0.4%	**6.0%**
Other	0.1%	3.1%	0.2%	1.0%		0.8%	1.2%	0.5%	0.4%	0.6%	0.5%	0.7%	0.8%	0.9%	**10.9%**
TOTAL	**3.1%**	**30.4%**	**3.9%**	**10.9%**	**0.7%**	**5.4%**	**11.0%**	**5.5%**	**3.1%**	**3.4%**	**3.5%**	**6.2%**	**7.4%**	**5.4%**	
To Work	0.2%	7.9%	0.9%	4.5%	0.1%	1.6%	2.6%	0.9%	1.5%	1.0%	1.4%	2.2%	3.4%	2.9%	31.0%

Table B-5. Trip Purpose—Hillside

Trip Purpose	Geographic Origin (Percentage of Trips in Hillside)														TOTAL
	Military	Downtown	Mountain View	Muldoon	Airport	Northwest	North Midtown	University	Sand Lake	South Midtown	Abbott Loop	South Anchorage	Hillside	Chugiak/ Eagle River	
Work Commute	0.7%	2.4%	0.3%	1.2%	0.4%	0.5%	2.2%	1.1%	0.9%	2.0%	1.5%	1.6%	2.5%	0.2%	**17.5%**
School Commute	0.1%	0.5%		0.2%		0.7%		0.3%		0.3%	2.2%	2.2%	16.9%		**23.3%**
Personal Business	0.1%	1.3%	0.4%	2.7%	0.4%	0.6%	2.8%	1.6%	0.8%	2.4%	3.9%	9.3%	11.8%	0.3%	**38.4%**
Shopping							0.6%	0.2%		0.1%	0.3%	0.4%	0.5%		**2.1%**
Recreation		0.1%				0.1%	0.2%	0.1%	0.1%		0.3%	0.2%	2.6%	0.1%	**3.7%**
Eat Out										0.1%					**0.1%**
Serve Passenger		0.3%		0.2%		0.2%	0.3%	0.5%	0.4%		0.6%	1.0%	4.6%		**7.9%**
Other	0.2%	0.2%	0.1%	0.1%		0.2%	0.6%		0.3%	0.3%	0.5%	0.6%	3.8%		**6.9%**
TOTAL	**1.1%**	**4.8%**	**0.9%**	**4.3%**	**0.8%**	**2.2%**	**6.7%**	**3.8%**	**2.3%**	**5.3%**	**9.3%**	**15.2%**	**42.7%**	**0.6%**	
To Work	0.1%	0.2%	0.1%	0.9%	0.0%	0.1%	0.1%	0.1%	0.5%	0.3%	0.3%	0.6%	1.5%	0.2%	5.0%

Table B-6. Trip Purpose—Military

Trip Purpose	Geographic Origin (Percentage of Trips in Military)														TOTAL
	Military	Downtown	Mountain View	Muldoon	Airport	Northwest	North Midtown	University	Sand Lake	South Midtown	Abbott Loop	South Anchorage	Hillside	Chugiak/ Eagle River	
Work Commute	25.3%	3.1%	1.2%	8.4%	0.3%	1.5%	2.0%	0.8%	0.5%	0.2%	0.7%	1.2%	1.8%	5.4%	**52.3%**
School Commute	2.3%	1.5%	0.2%	0.6%			0.3%	0.3%	0.6%				0.3%	0.7%	**6.7%**
Personal Business	9.0%	1.4%	0.2%	1.8%	0.5%	0.2%	0.8%	0.7%		0.2%	0.9%		0.3%	0.4%	**16.3%**
Shopping	2.9%	0.3%	0.1%	0.8%			0.4%	0.2%		0.6%	0.3%			1.1%	**6.7%**
Recreation	1.5%			1.3%			0.6%					0.6%		0.5%	**4.5%**
Eat Out	1.0%					0.3%			0.3%						**1.6%**
Serve Passenger	3.4%	0.4%	0.4%	0.1%			0.3%		0.3%					0.7%	**5.5%**
Other	2.5%	0.3%		0.7%			0.4%	0.2%		0.6%	0.2%	0.7%	0.5%	0.6%	**6.5%**
TOTAL	**47.9%**	**7.0%**	**2.1%**	**13.6%**	**0.8%**	**2.0%**	**4.7%**	**2.2%**	**1.6%**	**1.6%**	**2.1%**	**2.4%**	**2.9%**	**9.3%**	
To Work	12.6%	1.7%	1.0%	8.4%	0.0%	1.5%	1.2%	0.4%	0.5%	0.0%	0.5%	1.2%	1.5%	5.4%	35.8%

Table B-7. Trip Purpose—Mountain View

Trip Purpose	Geographic Origin (Percentage of Trips in Mountain View)														TOTAL
	Military	Downtown	Mountain View	Muldoon	Airport	Northwest	North Midtown	University	Sand Lake	South Midtown	Abbott Loop	South Anchorage	Hillside	Chugiak/ Eagle River	
Work Commute	1.8%	3.9%	2.5%	5.0%	1.3%	1.1%	2.0%	3.1%		0.8%	2.1%	2.0%	0.5%	2.5%	**28.6%**
School Commute	0.2%	0.3%	5.2%	5.0%				0.6%	0.3%		0.3%		0.3%		**12.3%**
Personal Business	0.4%	1.2%	7.5%	4.1%		0.2%	2.2%	2.6%	0.6%			0.6%		0.4%	**19.9%**
Shopping	0.9%	2.5%	5.5%	1.3%		0.2%	2.6%	1.2%	0.4%	0.9%	0.4%	0.2%		1.5%	**17.7%**
Recreation		0.4%	2.1%	1.6%		0.2%	1.0%				0.2%	0.2%	0.4%		**6.1%**
Eat Out		0.4%	0.2%	0.6%				0.2%						0.2%	**1.6%**
Serve Passenger	0.2%	0.5%	1.7%	0.8%		0.4%	0.7%	0.5%	0.2%			0.2%	0.3%	0.4%	**5.9%**
Other	0.2%	1.8%	1.7%	0.7%			1.3%	0.2%		0.3%	0.3%	0.2%	0.4%	0.6%	**7.8%**
TOTAL	**3.8%**	**11.0%**	**26.4%**	**19.2%**	**1.3%**	**2.1%**	**9.8%**	**8.5%**	**1.6%**	**2.0%**	**3.3%**	**3.5%**	**1.9%**	**5.6%**	
To Work	0.2%	1.4%	1.1%	3.7%	0.0%	1.1%	1.0%	1.0%		0.5%	1.8%	1.4%	0.3%	2.3%	16.0%

Table B-8. Trip Purpose—Muldoon

Trip Purpose	Geographic Origin (Percentage of Trips in Muldoon)														TOTAL
	Military	Downtown	Mountain View	Muldoon	Airport	Northwest	North Midtown	University	Sand Lake	South Midtown	Abbott Loop	South Anchorage	Hillside	Chugiak/ Eagle River	
Work Commute	2.4%	2.5%	1.0%	5.5%	0.3%	0.3%	2.9%	2.8%	0.1%	1.3%	0.5%	0.8%	1.3%	0.8%	**22.5%**
School Commute	0.2%	1.7%	1.5%	8.5%			0.6%	2.0%	0.1%	0.1%	0.3%	0.1%	0.1%	0.1%	**15.3%**
Personal Business	0.7%	1.9%	2.0%	15.5%	0.4%	0.2%	3.3%	3.7%	0.2%	1.1%	0.3%	1.8%	0.6%	0.7%	**32.5%**
Shopping	0.2%	0.2%	0.6%	4.7%			0.3%	0.9%		0.1%	0.7%		0.1%	0.1%	**7.9%**
Recreation	0.2%	0.2%	0.2%	3.8%		0.1%	0.5%	0.3%	0.1%	0.1%	0.3%	0.1%	0.4%	0.2%	**6.4%**
Eat Out	0.2%	0.1%		1.3%			0.0%	0.0%	0.2%	1.2%				0.6%	**3.6%**
Serve Passenger	0.1%		0.4%	5.1%		0.1%	0.1%	0.2%		0.2%	0.1%		0.2%	0.1%	**6.5%**
Other	0.3%	0.3%	0.2%	2.1%	0.1%		0.6%	0.5%		0.1%	0.5%	0.1%	0.1%	0.4%	**5.3%**
TOTAL	**4.1%**	**7.0%**	**5.9%**	**46.4%**	**0.8%**	**0.7%**	**8.4%**	**10.5%**	**0.6%**	**4.2%**	**2.6%**	**2.9%**	**2.8%**	**3.1%**	
To Work	0.0%	0.0%	0.2%	2.9%	0.0%	0.2%	0.3%	0.3%	0.1%	0.3%	0.1%	0.1%	0.4%	0.5%	5.4%

Table B-9. Trip Purpose—North Midtown

| Trip Purpose | Geographic Origin (Percentage of Trips in North Midtown) | | | | | | | | | | | | | | TOTAL |
	Military	Downtown	Mountain View	Muldoon	Airport	Northwest	North Midtown	University	Sand Lake	South Midtown	Abbott Loop	South Anchorage	Hillside	Chugiak/ Eagle River	
Work Commute	1.0%	3.6%	0.7%	2.7%	0.4%	1.6%	10.9%	2.9%	1.3%	3.0%	1.5%	2.4%	2.0%	1.6%	**35.8%**
School Commute	0.1%	0.1%		0.6%		0.3%	1.7%	0.7%	0.2%	0.1%	0.2%	0.4%	0.4%	0.6%	**5.4%**
Personal Business	0.2%	1.8%	0.1%	1.8%	0.2%	1.5%	3.7%	0.4%	0.6%	0.9%	0.8%	0.9%	1.2%	0.4%	**14.5%**
Shopping	0.3%	1.5%	0.9%	1.2%	0.1%	1.8%	6.8%	1.5%	0.3%	0.9%	0.6%	0.5%	0.9%	0.5%	**17.9%**
Recreation	0.1%	0.2%	0.2%	0.5%		0.7%	1.5%		0.4%	0.6%	0.3%	0.8%	0.9%		**6.2%**
Eat Out	0.1%	0.3%	0.3%	0.8%	0.2%	0.5%	2.2%	1.0%	0.2%	0.9%	0.3%	0.4%	0.5%	0.2%	**7.9%**
Serve Passenger	0.1%	0.1%	0.1%	0.5%	0.3%	0.7%	0.5%	0.1%	0.2%	0.1%	0.4%	0.5%	0.1%		**3.6%**
Other	0.2%	0.6%	0.2%	0.9%	0.2%	0.5%	2.2%	0.5%	0.2%	0.6%	0.7%	0.3%	1.3%	0.5%	**8.8%**
TOTAL	**2.0%**	**8.2%**	**2.6%**	**8.8%**	**1.4%**	**7.5%**	**29.7%**	**7.2%**	**3.5%**	**7.1%**	**4.7%**	**6.2%**	**7.2%**	**3.9%**	
To Work	0.3%	1.4%	0.4%	2.3%	0.1%	1.3%	5.2%	1.6%	1.2%	1.9%	1.0%	1.9%	1.8%	1.4%	21.8%

Table B-10. Trip Purpose—Northwest

| Trip Purpose | Geographic Origin (Percentage of Trips in Northwest) | | | | | | | | | | | | | | TOTAL |
	Military	Downtown	Mountain View	Muldoon	Airport	Northwest	North Midtown	University	Sand Lake	South Midtown	Abbott Loop	South Anchorage	Hillside	Chugiak/ Eagle River	
Work Commute	1.2%	3.6%	0.4%	0.5%	1.8%	1.2%	4.5%	0.8%	1.2%	0.9%	0.9%	2.5%	1.0%	0.6%	**21.3%**
School Commute		0.5%		0.3%		3.6%	1.0%	1.1%		1.2%	0.6%	0.8%	1.8%		**10.9%**
Personal Business	0.2%	4.6%	0.6%	0.7%	0.8%	9.1%	12.9%	2.0%	2.8%	2.2%	1.5%	3.7%	1.5%		**42.7%**
Shopping		0.7%	0.2%	0.4%		2.0%	1.6%	0.2%	0.6%			0.6%	0.3%	0.1%	**6.7%**
Recreation		0.9%				0.9%	0.3%		0.5%	0.3%	1.0%	0.5%	0.3%	0.1%	**4.7%**
Eat Out		0.2%		0.5%		0.3%	0.2%								**1.2%**
Serve Passenger		0.5%				2.4%	0.7%	0.3%	0.2%	0.7%	0.2%		0.6%	0.2%	**5.6%**
Other		0.5%		0.5%	0.2%	1.3%	1.7%	0.7%		0.2%		0.9%	0.9%	0.1%	**6.9%**
TOTAL	**1.4%**	**11.5%**	**1.2%**	**2.9%**	**2.7%**	**20.9%**	**22.9%**	**5.1%**	**5.2%**	**5.5%**	**4.1%**	**9.1%**	**6.3%**	**1.1%**	
To Work	0.0%	0.2%	0.0%	0.0%	0.2%	0.8%	1.1%	0.0%	0.8%	0.0%	0.6%	1.4%	0.7%	0.6%	6.4%

Table B-11. Trip Purpose—Sand Lake

Trip Purpose	*Geographic Origin (Percentage of Trips in Sand Lake)*														TOTAL
	Military	*Downtown*	*Mountain View*	*Muldoon*	*Airport*	*Northwest*	*North Midtown*	*University*	*Sand Lake*	*South Midtown*	*Abbott Loop*	*South Anchorage*	*Hillside*	*Chugiak/ Eagle River*	
Work Commute	0.5%	2.6%	0.4%	0.2%	2.6%	1.3%	2.9%	2.5%	2.6%	1.5%		2.2%	1.3%	0.7%	**21.3%**
School Commute			0.2%			0.2%		0.2%	6.9%	0.2%	0.7%	4.9%	0.5%		**13.9%**
Personal Business	0.2%	1.7%	0.9%	0.6%	1.2%	2.4%	3.4%	3.6%	9.8%	2.2%	0.8%	8.4%	1.1%	0.2%	**36.5%**
Shopping		0.2%	0.2%			0.2%	0.7%	0.2%	3.6%	1.2%		2.0%			**8.1%**
Recreation				0.2%			0.2%	0.2%	0.7%	0.8%	0.2%	0.7%			**2.8%**
Eat Out							0.5%		0.7%			0.3%	0.2%		**1.7%**
Serve Passenger						1.0%	0.6%	0.6%	3.5%		0.3%	2.3%	0.6%		**8.9%**
Other		0.4%	0.2%		0.4%	0.2%	0.9%	0.2%	1.9%	0.4%	0.4%	1.0%	0.6%	0.1%	**6.7%**
TOTAL	**0.7%**	**4.8%**	**1.9%**	**1.0%**	**4.3%**	**5.3%**	**9.1%**	**7.4%**	**29.8%**	**6.3%**	**2.4%**	**21.8%**	**4.2%**	**1.0%**	
To Work	0.0%	0.1%	0.0%	0.0%	0.0%	0.3%	0.4%	0.2%	1.0%	0.5%	0.0%	1.0%	1.0%	0.7%	5.2%

Table B-12. Trip Purpose—South Anchorage

Trip Purpose	*Geographic Origin (Percentage of Trips in South Anchorage)*														TOTAL
	Military	*Downtown*	*Mountain View*	*Muldoon*	*Airport*	*Northwest*	*North Midtown*	*University*	*Sand Lake*	*South Midtown*	*Abbott Loop*	*South Anchorage*	*Hillside*	*Chugiak/ Eagle River*	
Work Commute	0.2%	1.8%	0.6%	1.1%	0.8%	0.8%	2.3%	1.2%	1.3%	2.3%	1.2%	3.9%	2.4%	0.5%	**20.2%**
School Commute	0.2%	0.5%		0.1%		0.4%	0.3%	0.3%	2.3%	0.4%	0.1%	3.7%	1.1%	1.1%	**10.6%**
Personal Business	0.3%	2.3%	0.1%	0.5%	0.1%	0.5%	2.8%	0.9%	3.1%	3.2%	0.7%	9.0%	3.9%	0.5%	**27.9%**
Shopping	0.1%	0.3%	0.3%	0.3%	0.2%	0.7%	1.6%	0.3%	2.2%	1.5%	0.6%	6.8%	3.0%	0.0%	**18.1%**
Recreation		0.1%	0.1%	0.2%		0.1%	0.3%	0.1%	0.1%	0.5%	0.5%	1.7%	2.5%	0.0%	**6.2%**
Eat Out		0.2%		0.3%		0.1%		0.3%	0.6%	0.2%	0.1%	1.0%	0.7%		**3.4%**
Serve Passenger		0.2%		0.4%		0.4%	0.3%		0.3%	0.7%	0.5%	3.6%	0.6%		**6.9%**
Other	0.1%	0.3%	0.1%			0.9%	0.3%	0.5%	0.4%	1.2%	0.2%	2.1%	0.6%	0.1%	**6.8%**
TOTAL	**0.9%**	**5.6%**	**1.3%**	**2.8%**	**1.1%**	**3.9%**	**8.0%**	**3.6%**	**10.2%**	**10.0%**	**3.9%**	**31.7%**	**14.8%**	**2.3%**	
To Work	0.0%	0.2%	0.2%	0.7%	0.0%	0.6%	0.6%	0.2%	0.7%	0.8%	0.7%	2.1%	1.2%	0.5%	8.5%

Table B-13. Trip Purpose—South Midtown

Trip Purpose	Geographic Origin (Percentage of Trips in South Midtown)														TOTAL
	Military	Downtown	Mountain View	Muldoon	Airport	Northwest	North Midtown	University	Sand Lake	South Midtown	Abbott Loop	South Anchorage	Hillside	Chugiak/ Eagle River	
Work Commute	0.2%	1.9%	0.1%	1.6%	0.8%	1.0%	4.8%	1.4%	1.2%	4.5%	2.4%	4.1%	2.7%	1.3%	**28.0%**
School Commute		0.2%		0.2%		1.5%	0.4%	0.8%	0.4%	2.5%	0.5%	1.1%	0.7%		**8.3%**
Personal Business		1.2%	0.7%	1.6%	0.6%		2.7%	1.4%	0.6%	7.2%	1.4%	4.5%	0.4%		**22.2%**
Shopping		0.1%	0.1%	0.8%	0.2%	0.6%	1.9%	0.6%	0.9%	3.4%	1.2%	4.3%	0.8%	0.4%	**15.3%**
Recreation	0.2%	0.1%	0.1%			0.2%	0.9%		0.1%	0.9%	0.5%	0.2%			**3.2%**
Eat Out			0.1%	0.3%	0.2%	0.5%	0.8%	0.1%	0.7%	0.9%	0.2%	0.8%	0.1%	0.1%	**4.8%**
Serve Passenger				0.4%		0.4%	0.3%	0.2%	0.5%	2.1%	0.7%	1.7%	2.5%	0.2%	**9.0%**
Other		0.4%	0.3%	0.1%	0.1%	0.5%	1.0%	0.5%	0.4%	2.1%	0.9%	1.3%	1.4%	0.1%	**9.2%**
TOTAL	**0.4%**	**4.0%**	**1.4%**	**5.0%**	**1.9%**	**4.7%**	**12.7%**	**5.0%**	**4.7%**	**23.5%**	**7.9%**	**17.9%**	**8.6%**	**2.1%**	
To Work	0.2%	0.4%	0.1%	1.3%	0.0%	0.6%	1.3%	0.4%	1.1%	2.5%	2.0%	2.7%	2.4%	1.3%	16.3%

Table B-14. Trip Purpose—University

Trip Purpose	Geographic Origin (Percentage of Trips in University)														TOTAL
	Military	Downtown	Mountain View	Muldoon	Airport	Northwest	North Midtown	University	Sand Lake	South Midtown	Abbott Loop	South Anchorage	Hillside	Chugiak/ Eagle River	
Work Commute	0.7%	3.1%	1.5%	5.1%	1.0%	0.6%	4.9%	2.9%	1.9%	1.2%	3.0%	1.8%	2.3%	3.3%	**33.4%**
School Commute	0.2%	0.2%	0.8%	3.9%		0.4%	0.8%	2.4%	0.2%	0.3%	1.3%	0.5%	0.9%	0.6%	**12.4%**
Personal Business	0.3%	1.7%	1.6%	3.1%	0.1%	0.7%	3.6%	5.3%	0.6%	0.1%	2.1%	1.7%	2.4%	0.6%	**23.9%**
Shopping	0.2%	0.3%	0.6%	0.1%		0.1%	1.5%	1.1%		0.6%	0.2%		0.2%	0.4%	**5.3%**
Recreation		0.3%		1.1%			0.5%	0.9%	0.8%	0.2%	1.0%	0.7%	0.2%	0.2%	**5.9%**
Eat Out	0.1%		0.2%	0.4%	0.3%		0.1%	0.1%							**1.3%**
Serve Passenger		0.5%		1.2%	0.1%	0.5%	0.6%	1.2%	0.8%	1.1%	0.6%	0.3%	0.9%	0.3%	**8.1%**
Other	0.3%	0.9%	0.1%	1.1%		0.7%	1.2%	1.2%	0.2%	0.5%	0.9%	1.0%	0.7%	0.9%	**9.7%**
TOTAL	**1.8%**	**7.0%**	**4.8%**	**15.9%**	**1.6%**	**3.1%**	**13.1%**	**15.1%**	**4.4%**	**4.0%**	**9.2%**	**6.0%**	**7.7%**	**6.4%**	
To Work	0.3%	1.2%	0.9%	4.7%	0.0%	0.6%	1.7%	1.5%	1.9%	0.8%	2.0%	1.2%	2.1%	3.2%	22.2%

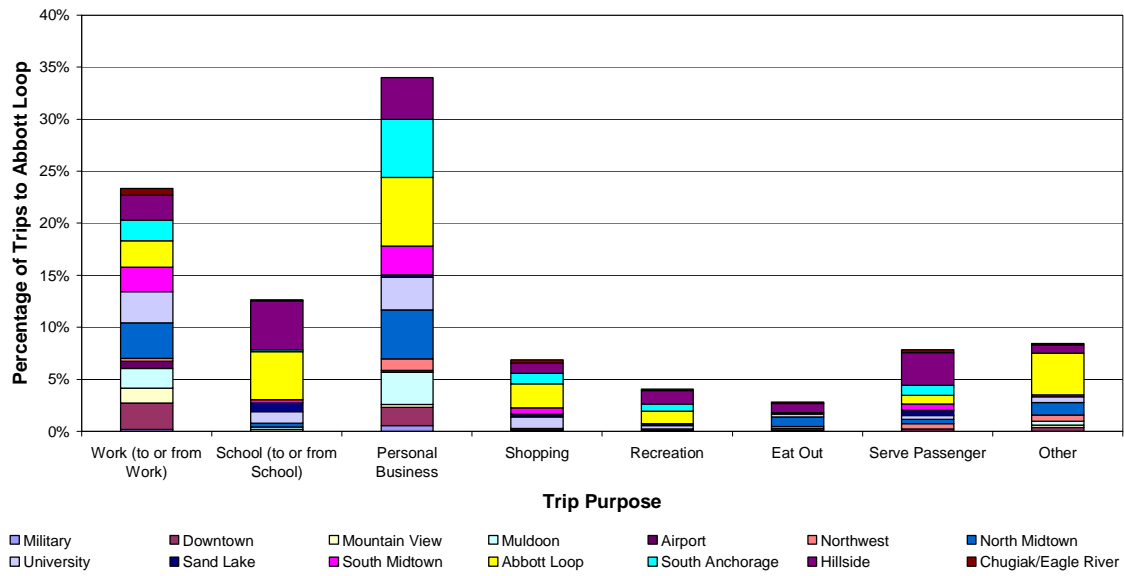**Figure B-1: Trip Purpose--Abbott Loop Area**

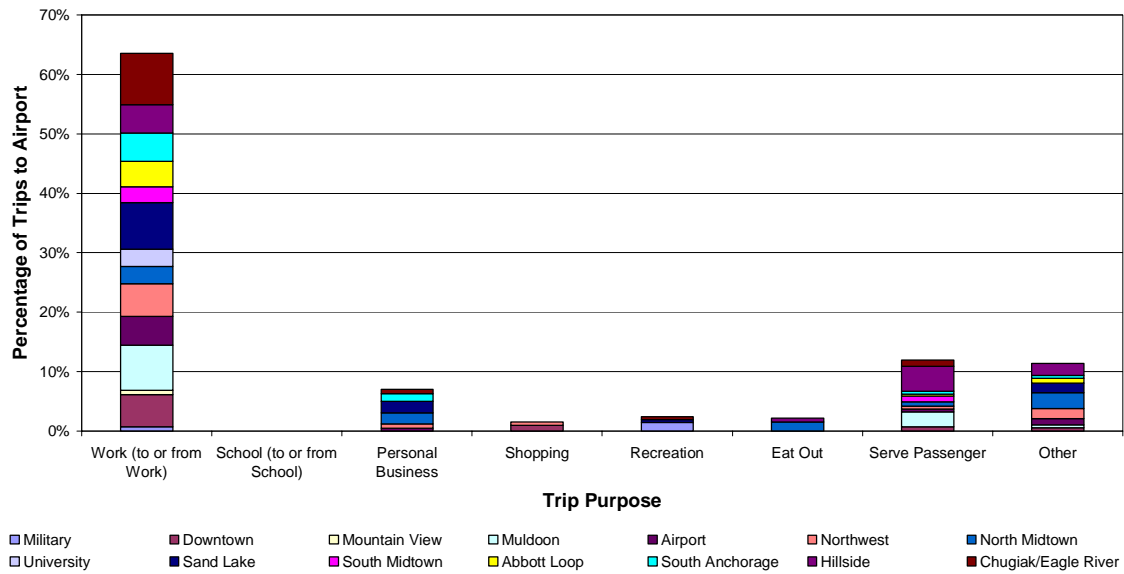**Figure B-2: Trip Purpose--Airport Area**

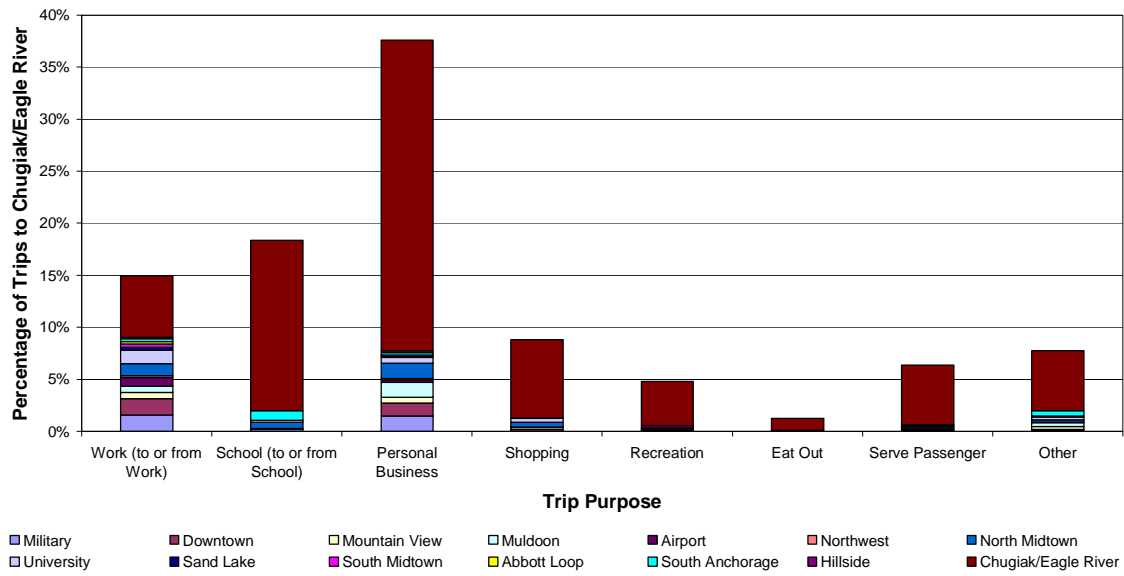**Figure B-3: Trip Purpose--Chugiak/Eagle River Area**

Figure B-4: Trip Purpose--Downtown Area
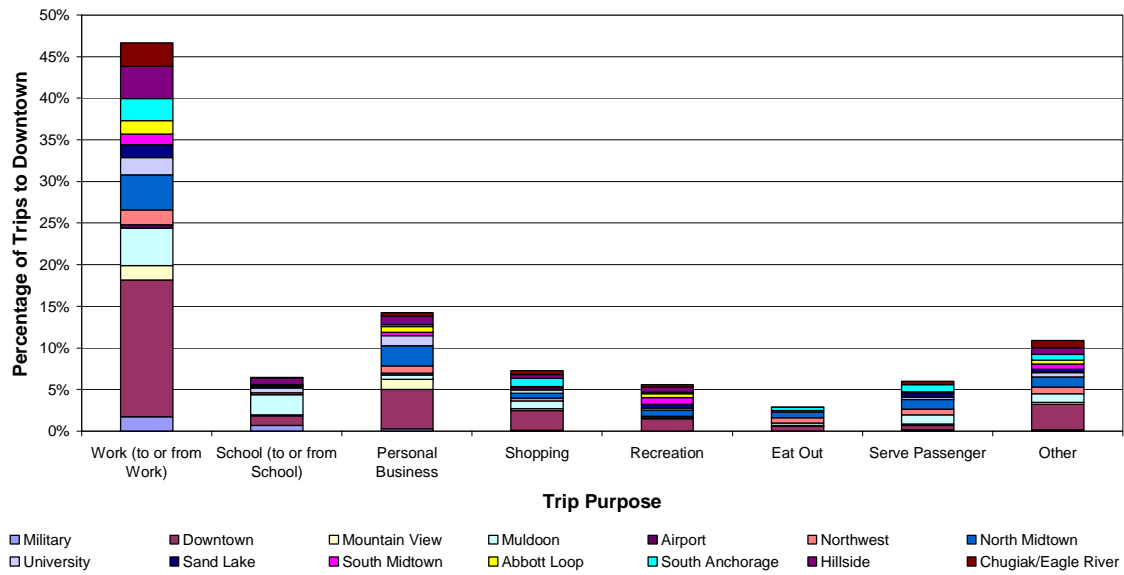
Figure B-5: Trip Purpose--Hillside Area
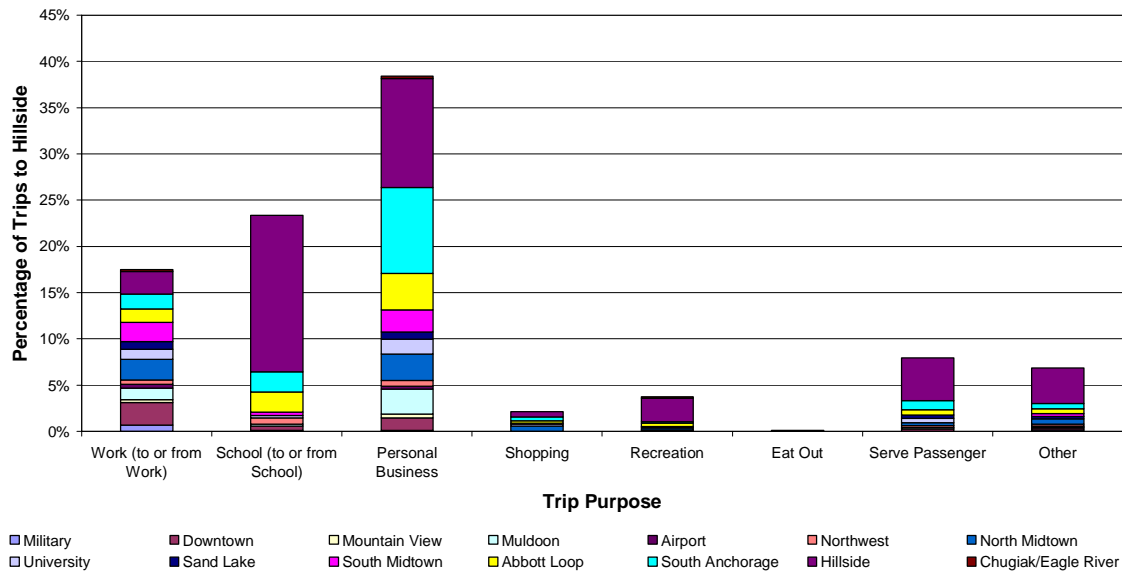
Figure B-6: Trip Purpose--Military Area

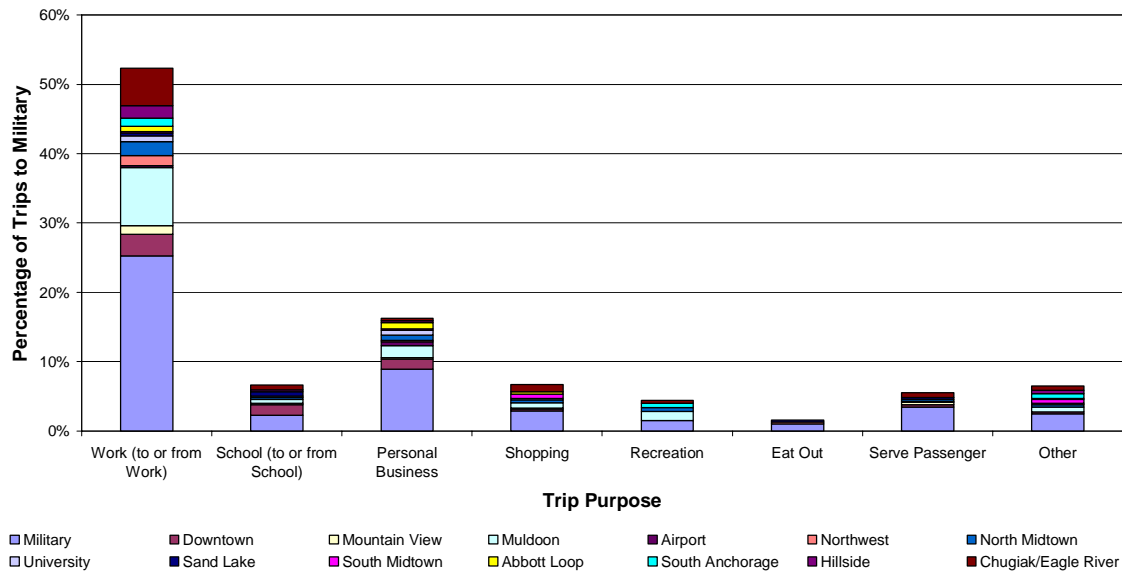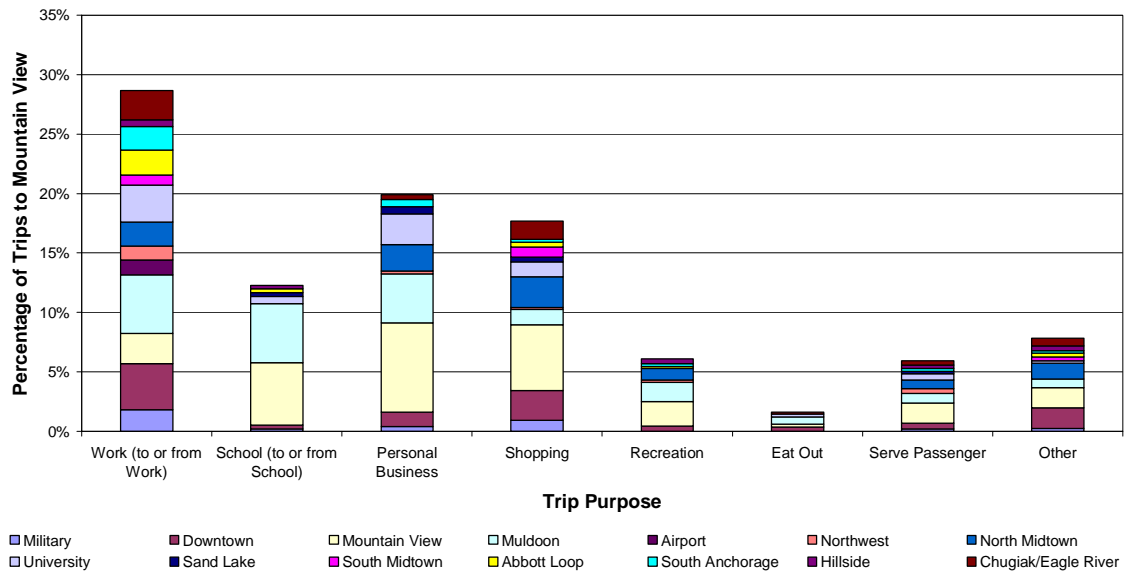**Figure B-7: Trip Purpose--Mountain View Area**

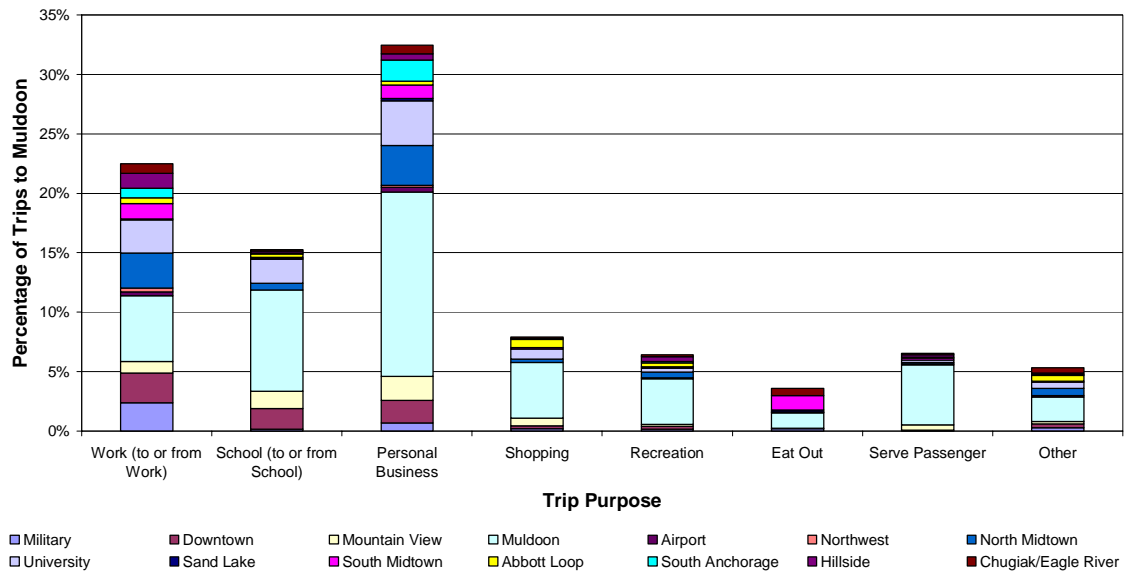**Figure B-8: Trip Purpose--Mudoon Area**

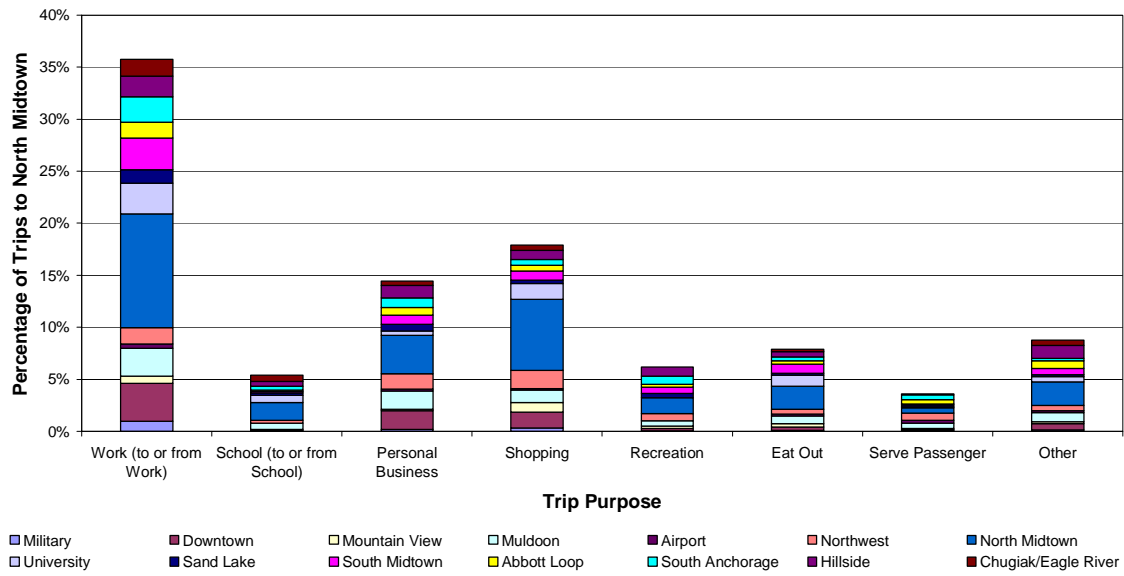**Figure B-9: Trip Purpose--North Midtown Area**

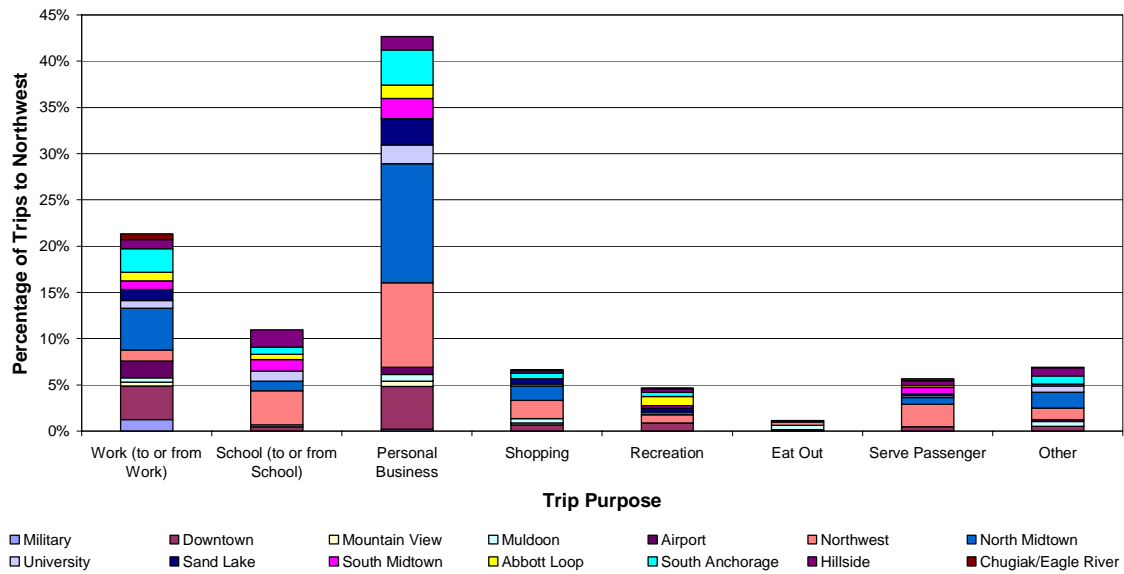**Figure B-10: Trip Purpose--Northwest Area**

Figure B-11: Trip Purpose--Sand Lake Area

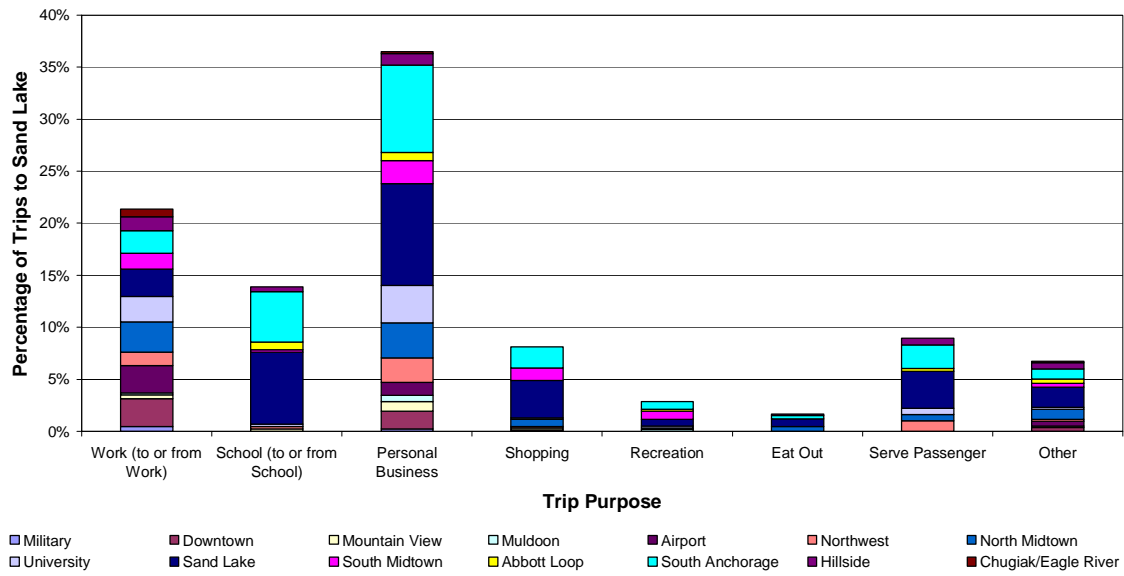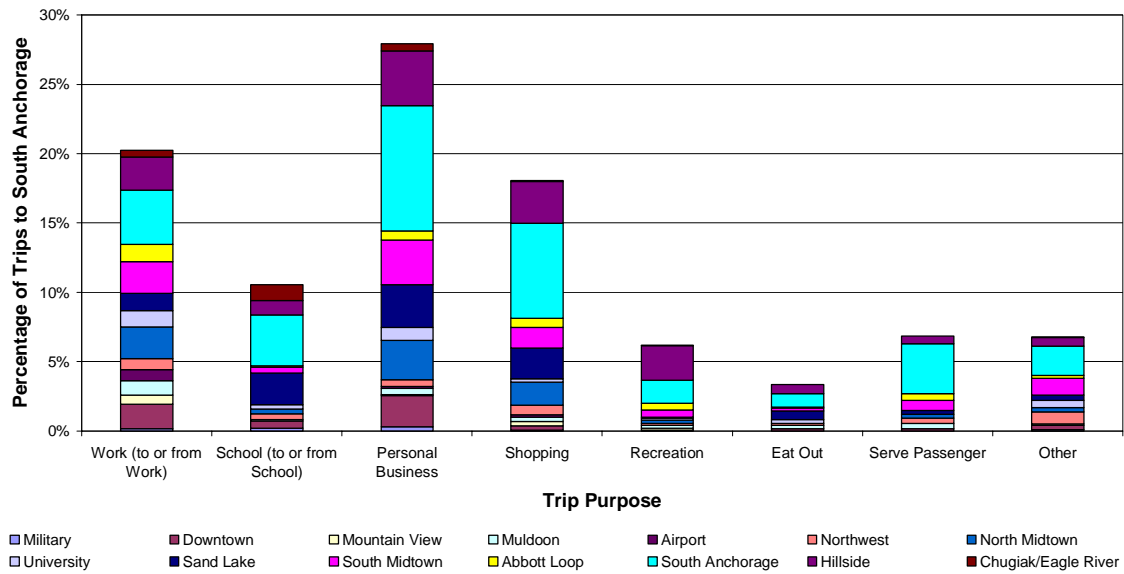**Figure B-12: Trip Purpose--South Anchorage Area**

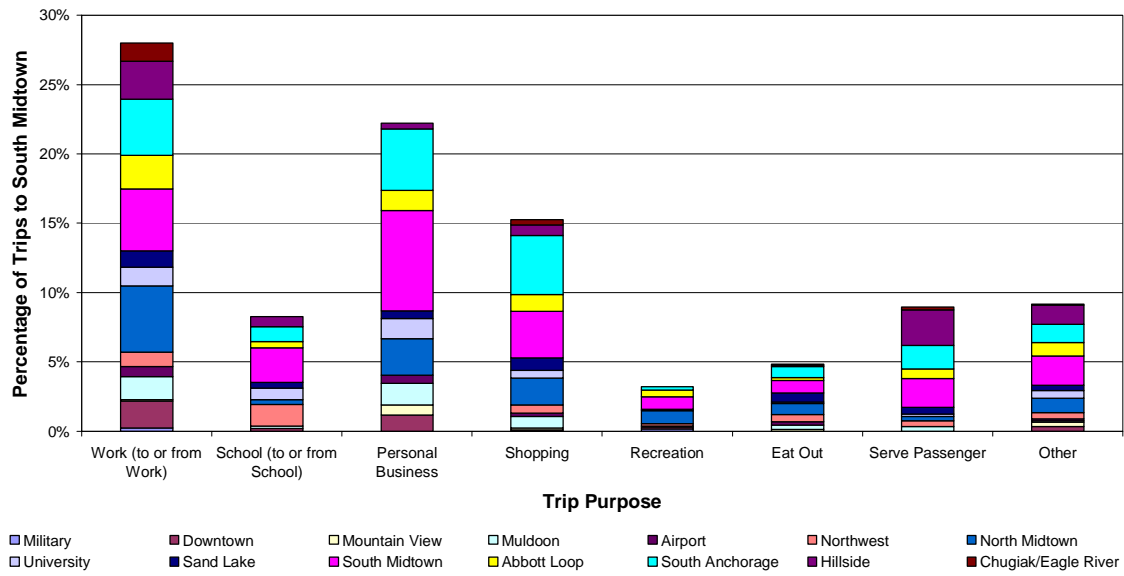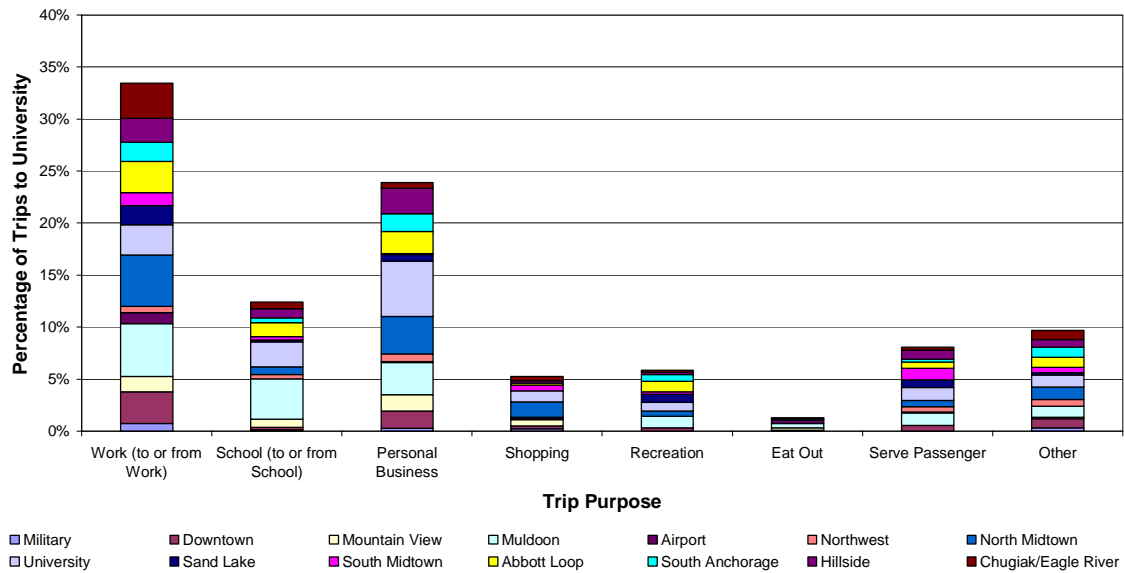**Figure B-13: Trip Purpose--South Midtown**

Figure B-14: Trip Purpose--University Area

Appendix C

Table C-1a. Trip Purpose—Work Commute

Geographic Destination	Geographic Origin (Percentage of Trips for Work Commute)														
	Military	Downtown	Mountain View	Muldoon	Airport	Northwest	North Midtown	University	Sand Lake	South Midtown	Abbott Loop	South Anchorage	Campbell Tract	Chugiak/ Eagle River	TOTAL
Military	3.6%	0.4%	0.2%	1.2%	0.0%	0.2%	0.3%	0.1%	0.1%	0.0%	0.1%	0.2%	0.3%	0.8%	**7.4%**
Downtown	0.5%	5.0%	0.5%	1.4%	0.1%	0.5%	1.3%	0.6%	0.5%	0.4%	0.5%	0.8%	1.2%	0.9%	**14.1%**
Mountain View	0.2%	0.5%	0.3%	0.6%	0.2%	0.1%	0.3%	0.4%		0.1%	0.3%	0.2%	0.1%	0.3%	**3.6%**
Muldoon	1.0%	1.1%	0.4%	2.4%	0.1%	0.1%	1.2%	1.2%	0.0%	0.6%	0.2%	0.3%	0.5%	0.3%	**9.6%**
Airport	0.0%	0.3%	0.0%	0.4%	0.2%	0.3%	0.2%	0.1%	0.4%	0.1%	0.2%	0.2%	0.2%	0.5%	**3.3%**
Northwest	0.2%	0.5%	0.1%	0.1%	0.3%	0.2%	0.7%	0.1%	0.2%	0.1%	0.1%	0.4%	0.1%	0.1%	**3.1%**
North Midtown	0.4%	1.5%	0.3%	1.1%	0.2%	0.7%	4.6%	1.2%	0.5%	1.3%	0.6%	1.0%	0.8%	0.7%	**15.1%**
University	0.2%	0.7%	0.4%	1.2%	0.2%	0.1%	1.2%	0.7%	0.4%	0.3%	0.7%	0.4%	0.5%	0.8%	**7.8%**
Sand Lake	0.1%	0.4%	0.1%	0.0%	0.4%	0.2%	0.5%	0.4%	0.4%	0.3%		0.4%	0.2%	0.1%	**3.6%**
South Midtown	0.1%	0.4%	0.0%	0.4%	0.2%	0.2%	1.1%	0.3%	0.3%	1.0%	0.5%	0.9%	0.6%	0.3%	**6.2%**
Abbott Loop	0.0%	0.5%	0.3%	0.4%	0.1%	0.1%	0.7%	0.6%		0.5%	0.5%	0.4%	0.5%	0.1%	**4.6%**
South Anchorage	0.1%	0.7%	0.2%	0.4%	0.3%	0.3%	0.9%	0.4%	0.5%	0.9%	0.5%	1.5%	0.9%	0.2%	**7.8%**
Hillside	0.3%	0.9%	0.1%	0.5%	0.2%	0.2%	0.9%	0.4%	0.3%	0.8%	0.6%	0.6%	1.0%	0.1%	**6.9%**
Chugiak/ Eagle River	0.7%	0.7%	0.3%	0.3%	0.4%	0.1%	0.5%	0.6%	0.1%	0.2%	0.1%	0.1%	0.1%	2.8%	**7.0%**
TOTAL	**7.4%**	**13.7%**	**3.2%**	**10.2%**	**3.0%**	**3.4%**	**14.1%**	**7.3%**	**3.8%**	**6.5%**	**5.0%**	**7.5%**	**7.1%**	**7.8%**	

Table C-1b. Trip Purpose—To Work Commute

Geographic Destination	Geographic Origin (Percentage of Trips for Work Commute)														
	Military	Downtown	Mountain View	Muldoon	Airport	Northwest	North Midtown	University	Sand Lake	South Midtown	Abbott Loop	South Anchorage	Campbell Tract	Chugiak/ Eagle River	TOTAL
Military	3.5%	0.5%	0.3%	2.4%		0.4%	0.3%	0.1%	0.1%		0.1%	0.3%	0.4%	1.5%	**10.0%**
Downtown	0.1%	4.8%	0.5%	2.7%	0.1%	1.0%	1.6%	0.6%	0.9%	0.6%	0.8%	1.3%	2.0%	1.7%	**18.7%**
Mountain View	0.1%	0.4%	0.3%	0.9%		0.3%	0.3%	0.3%		0.1%	0.4%	0.4%	0.1%	0.6%	**4.0%**
Muldoon			0.2%	2.5%		0.1%	0.3%	0.2%	0.1%	0.3%	0.1%	0.1%	0.4%	0.4%	**4.6%**
Airport	0.1%	0.4%	0.1%	0.8%	0.3%	0.5%	0.2%	0.3%	0.8%	0.3%	0.3%	0.4%	0.4%	0.9%	**5.7%**
Northwest		0.1%			0.1%	0.2%	0.3%		0.2%		0.2%	0.4%	0.2%	0.2%	**1.9%**
North Midtown	0.3%	1.2%	0.3%	1.9%	0.1%	1.1%	4.3%	1.4%	1.0%	1.6%	0.8%	1.6%	1.6%	1.2%	**18.3%**
University	0.2%	0.6%	0.4%	2.2%		0.3%	0.8%	0.7%	0.9%	0.4%	0.9%	0.6%	1.0%	1.5%	**10.3%**
Sand Lake		0.0%				0.1%	0.1%	0.1%	0.3%	0.2%		0.3%	0.3%	0.2%	**1.7%**
South Midtown	0.1%	0.2%	0.1%	0.6%		0.3%	0.6%	0.2%	0.5%	1.1%	0.9%	1.2%	1.0%	0.6%	**7.2%**
Abbott Loop		0.2%	0.1%	0.5%		0.1%	0.3%	0.3%		0.3%	0.5%	0.4%	0.9%	0.3%	**3.7%**
South Anchorage		0.1%	0.2%	0.5%		0.4%	0.5%	0.1%	0.6%	0.6%	0.6%	1.6%	1.0%	0.4%	**6.5%**
Hillside	0.1%	0.2%	0.1%	0.7%		0.1%	0.1%	0.1%	0.4%	0.3%	0.3%	0.4%	1.1%	0.1%	**3.9%**
Chugiak/ Eagle River	0.1%	0.2%	0.1%	0.2%			0.0%				0.1%		0.0%	2.8%	**3.3%**
TOTAL	**4.4%**	**8.6%**	**2.5%**	**15.8%**	**0.5%**	**4.9%**	**9.8%**	**4.2%**	**5.8%**	**5.6%**	**6.1%**	**9.0%**	**10.5%**	**12.3%**	

Table C-2. Trip Purpose—School Commute

Geographic Destination	Geographic Origin (Percentage of Trips for School Commute)														
	Military	Downtown	Mountain View	Muldoon	Airport	Northwest	North Midtown	University	Sand Lake	South Midtown	Abbott Loop	South Anchorage	Campbell Tract	Chugiak/ Eagle River	TOTAL
Military	0.7%	0.5%	0.1%	0.2%			0.1%	0.1%	0.2%				0.1%	0.2%	2.0%
Downtown	0.5%	0.8%	0.1%	1.6%		0.1%		0.4%	0.1%		0.1%	0.1%	0.5%	0.0%	4.2%
Mountain View	0.1%	0.1%	1.4%	1.4%				0.2%	0.1%		0.1%		0.1%		3.3%
Muldoon	0.2%	1.6%	1.4%	7.8%			0.5%	1.8%	0.1%	0.1%	0.3%	0.1%	0.1%	0.1%	14.0%
Airport															0.0%
Northwest		0.1%		0.1%		1.2%	0.3%	0.4%		0.4%	0.2%	0.3%	0.6%		3.5%
North Midtown	0.1%	0.1%		0.5%		0.3%	1.6%	0.6%	0.2%	0.1%	0.2%	0.3%	0.4%	0.6%	4.9%
University	0.1%	0.1%	0.4%	2.0%		0.2%	0.4%	1.2%	0.1%	0.2%	0.7%	0.2%	0.5%	0.3%	6.3%
Sand Lake			0.1%			0.1%		0.1%	2.5%	0.1%	0.3%	1.8%	0.2%		5.0%
South Midtown		0.1%		0.1%		0.7%	0.2%	0.4%	0.2%	1.2%	0.2%	0.5%	0.4%		4.0%
Abbott Loop			0.1%	0.1%			0.2%	0.5%	0.3%	0.1%	1.9%	0.1%	2.0%	0.0%	5.3%
South Anchorage	0.2%	0.4%		0.1%		0.3%	0.3%	0.3%	1.9%	0.3%	0.1%	3.1%	0.9%	1.0%	8.8%
Hillside	0.1%	0.4%		0.1%		0.6%		0.3%		0.3%	1.9%	1.8%	14.4%		19.9%
Chugiak/ Eagle River	0.2%	0.0%		0.0%			0.6%	0.2%				1.0%		16.6%	18.6%
TOTAL	2.0%	4.2%	3.5%	13.9%	0.0%	3.5%	4.1%	6.3%	5.7%	2.8%	5.8%	9.2%	20.1%	18.8%	

Table C-3. Trip Purpose—Personal Business

Geographic Destination	Geographic Origin (Percentage of Trips for Personal Business)														
	Military	Downtown	Mountain View	Muldoon	Airport	Northwest	North Midtown	University	Sand Lake	South Midtown	Abbott Loop	South Anchorage	Campbell Tract	Chugiak/ Eagle River	TOTAL
Military	1.2%	0.2%	0.0%	0.2%	0.1%	0.0%	0.1%	0.1%		0.0%	0.1%		0.0%	0.1%	2.2%
Downtown	0.1%	1.4%	0.4%	0.2%	0.1%	0.3%	0.7%	0.4%		0.1%	0.2%	0.1%	0.3%	0.1%	4.2%
Mountain View	0.1%	0.1%	0.9%	0.5%		0.0%	0.3%	0.3%	0.1%			0.1%		0.0%	2.4%
Muldoon	0.3%	0.8%	0.8%	6.4%	0.2%	0.1%	1.4%	1.6%	0.1%	0.5%	0.1%	0.7%	0.2%	0.3%	13.5%
Airport					0.0%	0.0%	0.1%		0.1%			0.1%		0.0%	0.4%
Northwest	0.0%	0.7%	0.1%	0.1%	0.1%	1.3%	1.9%	0.3%	0.4%	0.3%	0.2%	0.5%	0.2%		6.1%
North Midtown	0.1%	0.7%	0.1%	0.7%	0.1%	0.6%	1.5%	0.2%	0.3%	0.4%	0.3%	0.4%	0.5%	0.2%	6.0%
University	0.1%	0.4%	0.4%	0.7%	0.0%	0.2%	0.8%	1.2%	0.1%	0.0%	0.5%	0.4%	0.6%	0.1%	5.5%
Sand Lake	0.0%	0.3%	0.2%	0.1%	0.2%	0.4%	0.6%	0.6%	1.6%	0.4%	0.1%	1.4%	0.2%	0.0%	6.0%
South Midtown		0.3%	0.2%	0.3%	0.1%		0.6%	0.3%	0.1%	1.6%	0.3%	1.0%	0.1%		4.8%
Abbott Loop	0.1%	0.3%	0.0%	0.6%	0.0%	0.2%	0.9%	0.6%	0.0%	0.5%	1.3%	1.1%	0.8%		6.5%
South Anchorage	0.1%	0.8%	0.0%	0.2%	0.1%	0.2%	1.1%	0.4%	1.2%	1.2%	0.3%	3.4%	1.5%	0.2%	10.5%
Hillside	0.1%	0.5%	0.2%	1.0%	0.1%	0.2%	1.1%	0.6%	0.3%	0.9%	1.5%	3.6%	4.5%	0.1%	14.8%
Chugiak/ Eagle River	0.7%	0.6%	0.2%	0.7%	0.1%	0.1%	0.7%	0.3%		0.1%	0.1%	0.1%	0.1%	13.6%	17.2%
TOTAL	2.8%	7.1%	3.4%	11.7%	1.2%	3.6%	11.6%	6.7%	4.3%	6.0%	5.0%	12.8%	8.9%	14.8%	

Table C-4. Trip Purpose—Shopping

Geographic Destination	Geographic Origin (Percentage of Trips for Shopping)														
	Military	Downtown	Mountain View	Muldoon	Airport	Northwest	North Midtown	University	Sand Lake	South Midtown	Abbott Loop	South Anchorage	Campbell Tract	Chugiak/ Eagle River	TOTAL
Military	1.1%	0.1%	0.1%	0.3%			0.2%	0.1%		0.2%	0.1%			0.4%	2.6%
Downtown	0.1%	2.0%	0.2%	0.8%		0.3%	0.5%	0.3%	0.1%	0.2%	0.1%	0.8%	0.4%	0.4%	6.0%
Mountain View	0.3%	0.9%	1.9%	0.4%		0.1%	0.9%	0.4%	0.1%	0.3%	0.1%	0.1%		0.5%	6.0%
Muldoon	0.3%	0.3%	0.8%	5.4%			0.3%	1.0%		0.1%	0.8%		0.1%	0.1%	9.2%
Airport		0.1%				0.1%									0.2%
Northwest		0.3%	0.1%	0.2%		0.8%	0.6%	0.1%	0.2%			0.3%	0.1%	0.0%	2.7%
North Midtown	0.4%	1.7%	1.1%	1.4%	0.1%	2.0%	7.9%	1.7%	0.4%	1.0%	0.7%	0.6%	1.0%	0.6%	20.7%
University	0.1%	0.2%	0.4%	0.1%		0.1%	0.9%	0.7%		0.4%	0.1%		0.1%	0.3%	3.4%
Sand Lake		0.1%	0.1%			0.1%	0.3%	0.1%	1.7%	0.5%		0.9%			3.7%
South Midtown		0.1%	0.1%	0.5%	0.1%	0.4%	1.2%	0.3%	0.5%	2.0%	0.7%	2.6%	0.5%	0.2%	9.3%
Abbott Loop					0.1%	0.1%		0.6%	0.1%	0.3%	1.2%	0.6%	0.5%	0.2%	3.7%
South Anchorage	0.1%	0.3%	0.3%	0.3%	0.2%	0.7%	1.7%	0.3%	2.3%	1.6%	0.7%	7.2%	3.2%	0.1%	19.1%
Hillside							0.6%	0.2%		0.1%	0.3%	0.5%	0.6%		2.3%
Chugiak/ Eagle River		0.2%	0.3%	0.1%			0.6%	0.5%	0.1%					9.6%	11.3%
TOTAL	2.4%	6.3%	5.1%	9.5%	0.5%	4.5%	15.7%	6.4%	5.6%	6.8%	4.8%	13.5%	6.5%	12.4%	

Table C-5. Trip Purpose—Personal Business

Geographic Destination	Geographic Origin (Percentage of Trips for Recreation)														
	Military	Downtown	Mountain View	Muldoon	Airport	Northwest	North Midtown	University	Sand Lake	South Midtown	Abbott Loop	South Anchorage	Campbell Tract	Chugiak/ Eagle River	TOTAL
Military	1.1%			1.0%			0.4%					0.4%		0.4%	3.3%
Downtown		2.5%	0.1%	0.3%			1.2%	0.4%	0.7%	1.3%	0.7%	0.3%	1.0%	0.5%	9.1%
Mountain View		0.3%	1.4%	1.1%		0.1%	0.7%				0.1%	0.2%	0.3%		4.1%
Muldoon	0.4%	0.6%	0.4%	8.7%		0.2%	1.1%	0.7%	0.2%	0.2%	0.6%	0.3%	0.9%	0.4%	14.6%
Airport	0.4%								0.1%					0.1%	0.7%
Northwest		0.7%				0.7%	0.2%		0.4%	0.2%	0.8%	0.4%	0.3%	0.1%	3.7%
North Midtown	0.2%	0.5%	0.5%	1.1%		1.6%	3.4%		1.0%	1.4%	0.6%	1.8%	2.0%		14.0%
University		0.4%		1.4%			0.6%	1.1%	1.0%	0.3%	1.3%	0.8%	0.3%	0.2%	7.3%
Sand Lake				0.2%			0.2%	0.1%	0.6%	0.7%	0.2%	0.7%			2.5%
South Midtown	0.2%	0.2%	0.1%			0.2%	1.1%		0.1%	1.1%	0.6%	0.3%			3.8%
Abbott Loop		0.1%				0.1%		0.4%	0.1%		1.3%	0.7%	1.4%	0.2%	4.2%
South Anchorage		0.1%	0.3%	0.5%		0.2%	0.5%	0.3%	0.1%	1.0%	1.0%	3.4%	5.1%	0.1%	12.8%
Hillside		0.2%				0.2%	0.4%	0.2%	0.1%		0.7%	0.4%	5.4%	0.3%	7.9%
Chugiak/ Eagle River		0.2%		0.3%			0.2%				0.1%		0.5%	10.6%	12.0%
TOTAL	2.3%	5.7%	2.7%	14.6%	0.0%	3.4%	9.9%	3.2%	4.5%	6.1%	8.0%	9.7%	17.2%	12.9%	

Table C-6. Trip Purpose—Eating Out

Geographic Destination	Geographic Origin (Percentage of Trips for Eating Out)														TOTAL
	Military	Downtown	Mountain View	Muldoon	Airport	Northwest	North Midtown	University	Sand Lake	South Midtown	Abbott Loop	South Anchorage	Campbell Tract	Chugiak/ Eagle River	
Military	1.3%					0.4%			0.4%						2.1%
Downtown		1.7%	0.3%	0.7%		2.0%	1.9%	0.5%				1.1%		0.1%	8.3%
Mountain View		0.5%	0.2%	0.8%				0.3%						0.2%	1.9%
Muldoon	0.8%	0.3%		5.1%			0.2%	0.1%	0.7%	4.9%				2.4%	14.4%
Airport							0.7%						0.4%		1.1%
Northwest		0.2%		0.6%		0.5%	0.3%								1.6%
North Midtown	0.3%	1.3%	1.3%	3.0%	0.6%	2.0%	8.7%	4.2%	0.8%	3.5%	1.3%	1.5%	2.0%	0.9%	31.4%
University	0.2%		0.5%	0.9%	0.7%		0.2%	0.3%							2.9%
Sand Lake							0.8%		1.1%			0.5%	0.2%		2.6%
South Midtown			0.3%	0.7%	0.5%	1.1%	1.6%	0.2%	1.4%	1.8%	0.5%	1.6%	0.2%	0.1%	10.1%
Abbott Loop		0.2%	0.3%	0.4%			1.7%	0.4%	0.2%				1.6%	0.2%	5.2%
South Anchorage		0.6%		1.0%		0.5%		1.0%	2.2%	0.9%	0.2%	3.5%	2.4%		12.3%
Hillside										0.5%					0.5%
Chugiak/ Eagle River		0.4%											5.2%		5.5%
TOTAL	2.7%	5.2%	2.9%	13.1%	1.9%	6.4%	16.2%	7.0%	6.9%	11.6%	2.1%	8.2%	6.9%	9.1%	

Table C-7. Trip Purpose—Serve Passenger

Geographic Destination	Geographic Origin (Percentage of Trips for Serve Passenger)														TOTAL
	Military	Downtown	Mountain View	Muldoon	Airport	Northwest	North Midtown	University	Sand Lake	South Midtown	Abbott Loop	South Anchorage	Campbell Tract	Chugiak/ Eagle River	
Military	2.0%	0.2%	0.2%	0.1%			0.2%		0.2%					0.4%	3.1%
Downtown	0.2%	0.7%	0.2%	1.3%		0.8%	1.4%	0.3%	0.6%	0.1%	0.1%	1.1%		0.5%	7.3%
Mountain View	0.1%	0.2%	0.9%	0.4%		0.2%	0.4%	0.3%	0.1%			0.1%	0.2%	0.2%	3.0%
Muldoon	0.1%		0.8%	8.7%		0.1%	0.2%	0.3%		0.3%	0.1%		0.4%	0.2%	11.2%
Airport		0.2%		0.5%	0.1%	0.1%	0.2%			0.2%	0.1%	0.1%	0.9%	0.2%	2.5%
Northwest		0.3%				1.5%	0.4%	0.2%	0.1%	0.4%	0.1%		0.3%	0.1%	3.3%
North Midtown	0.2%	0.2%	0.2%	0.8%		0.5%	1.2%	0.9%	0.2%	0.3%	0.2%	0.7%	0.8%	0.1%	6.1%
University		0.5%		1.1%	0.1%	0.5%	0.5%	1.2%	0.7%	1.0%	0.6%	0.3%	0.8%	0.3%	7.7%
Sand Lake						0.7%	0.4%	0.4%	2.4%		0.2%	1.5%	0.4%		6.0%
South Midtown				0.3%		0.4%	0.3%	0.2%	0.4%	1.9%	0.6%	1.5%	2.3%	0.2%	8.0%
Abbott Loop		0.2%				0.4%	0.3%	0.3%	0.4%	0.5%	0.6%	0.8%	2.5%	0.2%	6.2%
South Anchorage		0.3%		0.6%		0.6%	0.4%		0.4%	1.1%	0.8%	5.6%	0.9%		10.7%
Hillside		0.4%		0.3%		0.3%	0.5%	0.7%	0.6%		0.9%	1.6%	7.3%		12.6%
Chugiak/ Eagle River		0.2%	0.2%	0.2%			0.3%	0.2%		0.1%				10.8%	12.0%
TOTAL	2.5%	3.3%	2.4%	14.5%	0.2%	6.1%	6.6%	4.9%	6.1%	5.9%	4.3%	13.3%	16.8%	13.2%	

Table C-8. Trip Purpose—Other

Geographic Destination	Geographic Origin (Percentage of Trips for Other)														TOTAL
	Military	Downtown	Mountain View	Muldoon	Airport	Northwest	North Midtown	University	Sand Lake	South Midtown	Abbott Loop	South Anchorage	Campbell Tract	Chugiak/ Eagle River	
Military	1.2%	0.2%		0.3%			0.2%	0.1%		0.3%	0.1%	0.3%	0.2%	0.3%	**3.2%**
Downtown	0.2%	3.3%	0.3%	1.1%		0.9%	1.3%	0.5%	0.4%	0.6%	0.5%	0.7%	0.8%	0.9%	**11.4%**
Mountain View	0.1%	0.8%	0.7%	0.3%			0.6%	0.1%		0.1%	0.1%	0.1%	0.2%	0.3%	**3.4%**
Muldoon	0.4%	0.5%	0.3%	3.1%	0.1%		0.9%	0.8%		0.1%	0.7%	0.1%	0.2%	0.7%	**7.9%**
Airport		0.1%		0.1%	0.2%	0.3%	0.5%		0.3%		0.1%	0.1%	0.4%		**2.1%**
Northwest		0.3%		0.3%	0.1%	0.7%	0.9%	0.4%		0.1%		0.5%	0.4%	0.0%	**3.5%**
North Midtown	0.2%	0.8%	0.3%	1.3%	0.3%	0.7%	3.3%	0.7%	0.3%	0.9%	1.0%	0.4%	1.8%	0.7%	**12.8%**
University	0.3%	0.7%	0.1%	0.9%		0.5%	1.0%	1.0%	0.2%	0.4%	0.8%	0.8%	0.6%	0.7%	**7.9%**
Sand Lake		0.2%	0.1%		0.2%	0.1%	0.5%	0.1%	1.1%	0.2%	0.2%	0.6%	0.3%	0.1%	**3.9%**
South Midtown		0.3%	0.2%	0.1%	0.1%	0.4%	0.8%	0.4%	0.3%	1.6%	0.7%	1.0%	1.1%	0.0%	**7.1%**
Abbott Loop		0.2%	0.2%	0.2%		0.4%	0.8%	0.4%		0.1%	2.7%		0.5%	0.1%	**5.7%**
South Anchorage	0.1%	0.4%	0.1%			1.2%	0.4%	0.7%	0.5%	1.6%	0.3%	2.8%	0.8%	0.1%	**9.1%**
Hillside	0.2%	0.3%	0.2%	0.1%		0.3%	0.8%		0.3%	0.5%	0.7%	0.8%	5.3%		**9.4%**
Chugiak/ Eagle River	0.1%	0.2%	0.5%	0.5%		0.1%	0.4%	0.4%		0.0%	0.1%	0.8%		9.3%	**12.6%**
TOTAL	**2.9%**	**8.2%**	**2.9%**	**8.3%**	**1.1%**	**5.5%**	**12.3%**	**5.6%**	**3.5%**	**6.7%**	**8.1%**	**9.0%**	**12.7%**	**13.2%**	

Figure C-1a. Trips with the Trip Purpose of "Work Commute" Classified by Origin and Destination Areas.
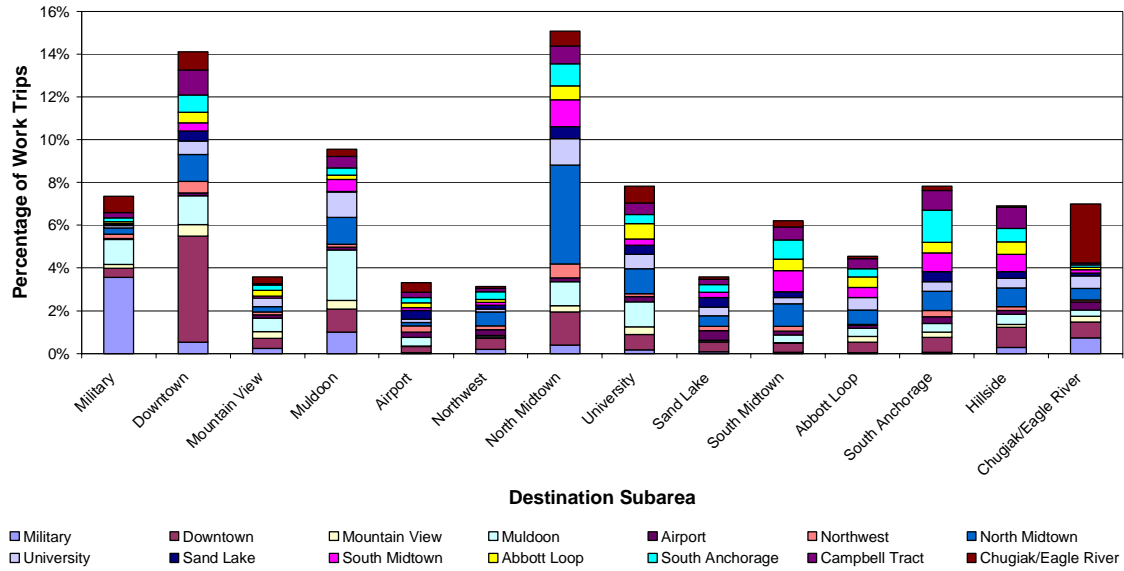

Figure C-1b. Trips with the Trip Purpose of "To Work Commute" Classified by Origin and Destination Areas.
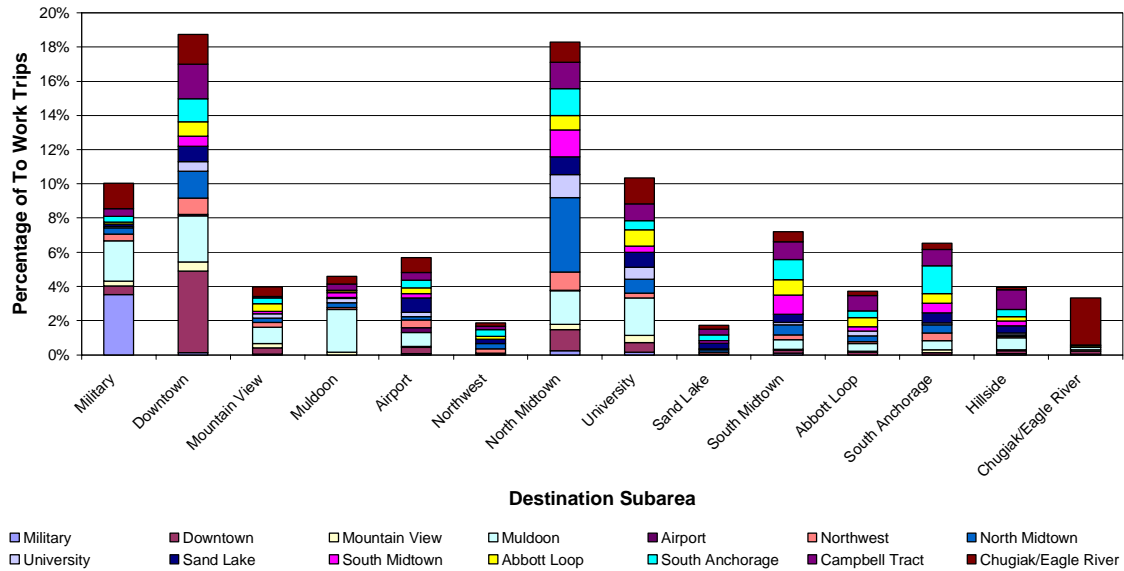
Figure C-2. Trips with the Trip Purpose of "School Commute" Classified by Origin and Destination Areas.

Destination Subarea

Legend:
- ☐ Military
- ☐ Downtown
- ☐ Mountain View
- ☐ Muldoon
- ☐ Airport
- ☐ Northwest
- ☐ North Midtown
- ☐ University
- ☐ Sand Lake
- ☐ South Midtown
- ☐ Abbott Loop
- ☐ South Anchorage
- ☐ Campbell Tract
- ☐ Chugiak/Eagle River

Figure C-3. Trips with the Trip Purpose of "Personal Business" Classified by Origin and Destination Areas.

Destination Subarea

Legend:
- ☐ Military
- ☐ Downtown
- ☐ Mountain View
- ☐ Muldoon
- ☐ Airport
- ☐ Northwest
- ☐ North Midtown
- ☐ University
- ☐ Sand Lake
- ☐ South Midtown
- ☐ Abbott Loop
- ☐ South Anchorage
- ☐ Campbell Tract
- ☐ Chugiak/Eagle River

Figure C-4. Trips with the Trip Purpose of "Shopping" Classified by Origin and Destination Areas.

Legend:
Military · Downtown · Mountain View · Muldoon · Airport · Northwest · North Midtown · University · Sand Lake · South Midtown · Abbott Loop · South Anchorage · Campbell Tract · Chugiak/Eagle River

Figure C-5. Trips with the Trip Purpose of "Recreation" Classified by Origin and Destination Areas.

Legend:
Military · Downtown · Mountain View · Muldoon · Airport · Northwest · North Midtown · University · Sand Lake · South Midtown · Abbott Loop · South Anchorage · Campbell Tract · Chugiak/Eagle River

Figure C-6. Trips with the Trip Purpose of "Eating Out" Classified by Origin and Destination Areas.

Figure C-7. Trips with the Trip Purpose of "Serve Passenger" Classified by Origin and Destination Areas.

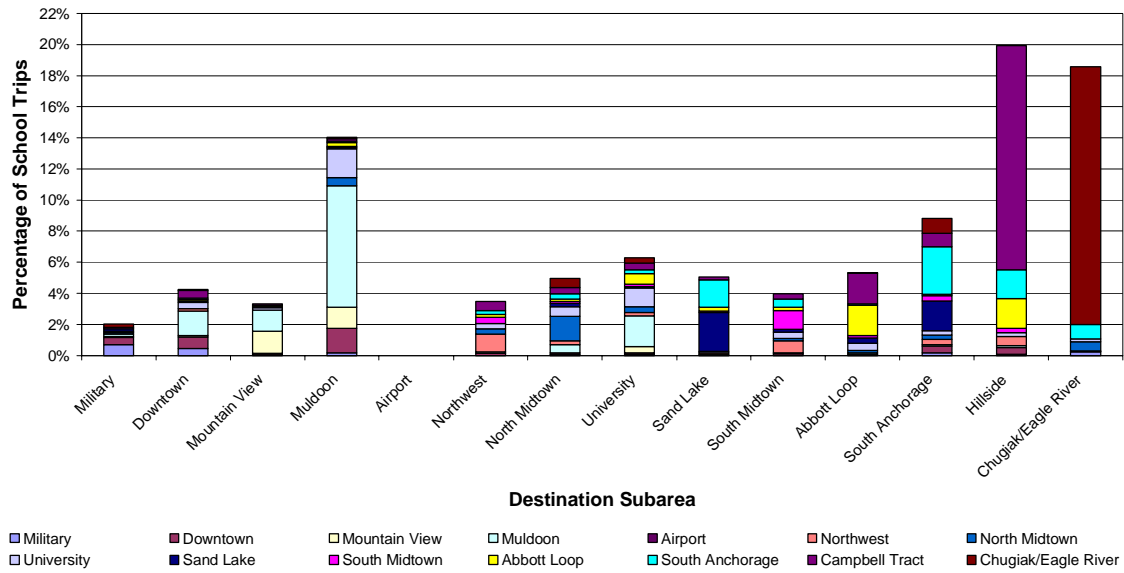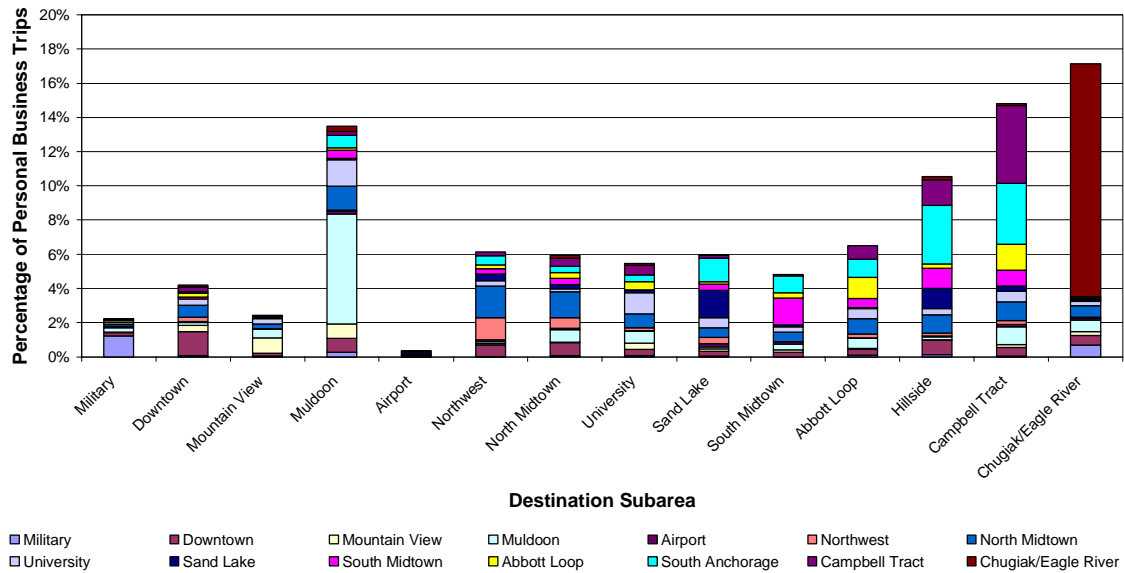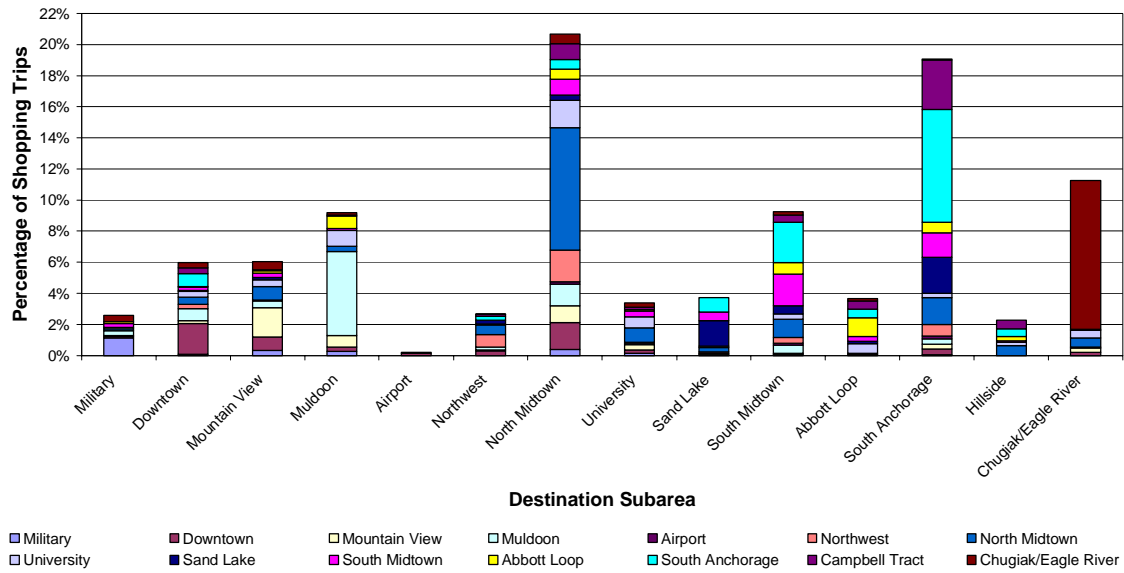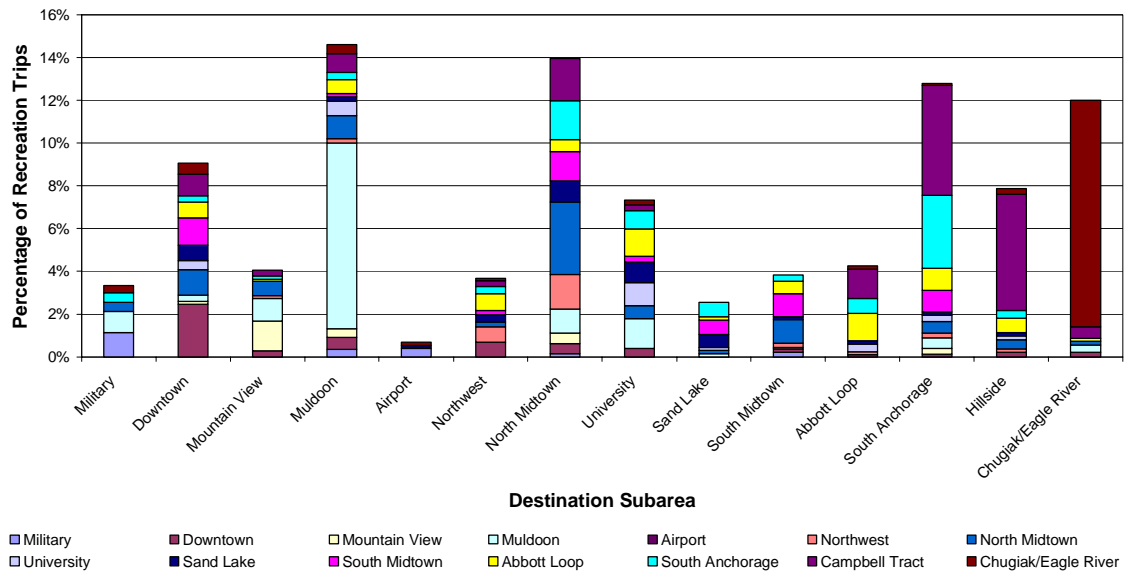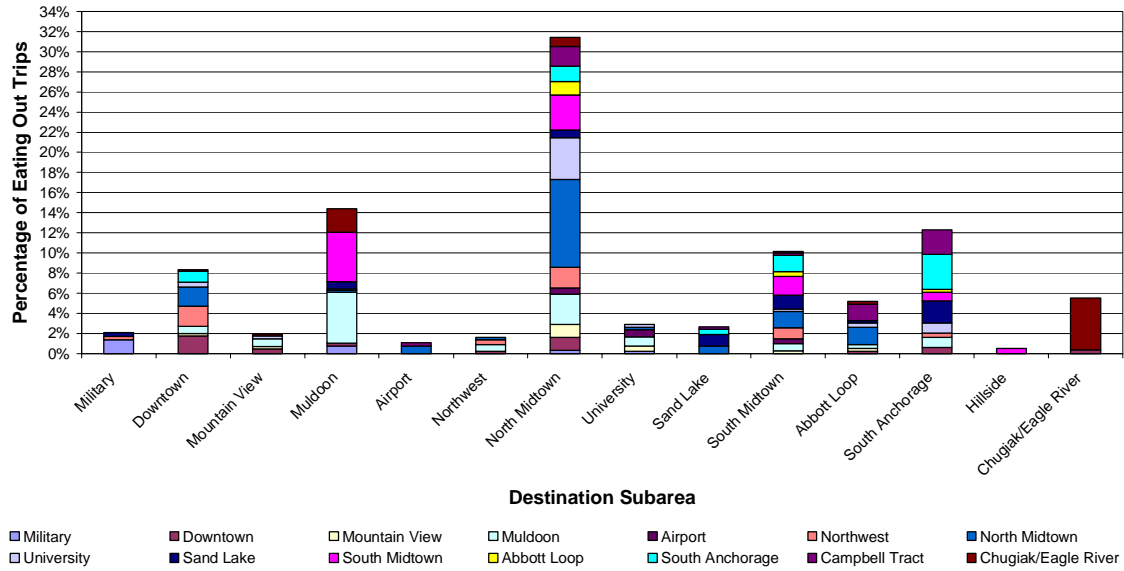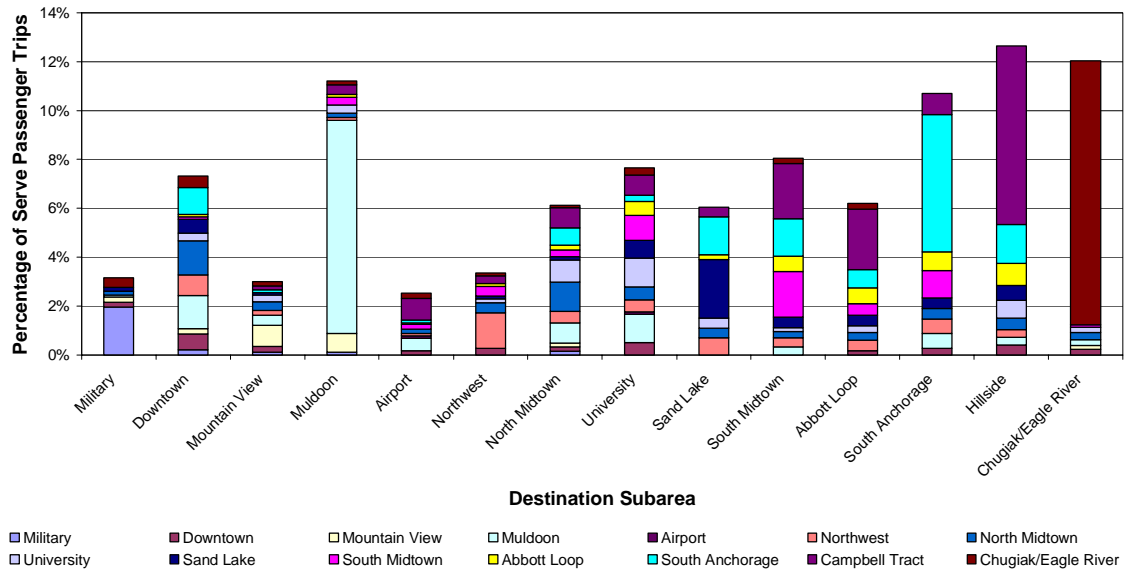**Figure C-8. Trips with the Trip Purpose of "Other" Classified by Origin and Destination Areas.**
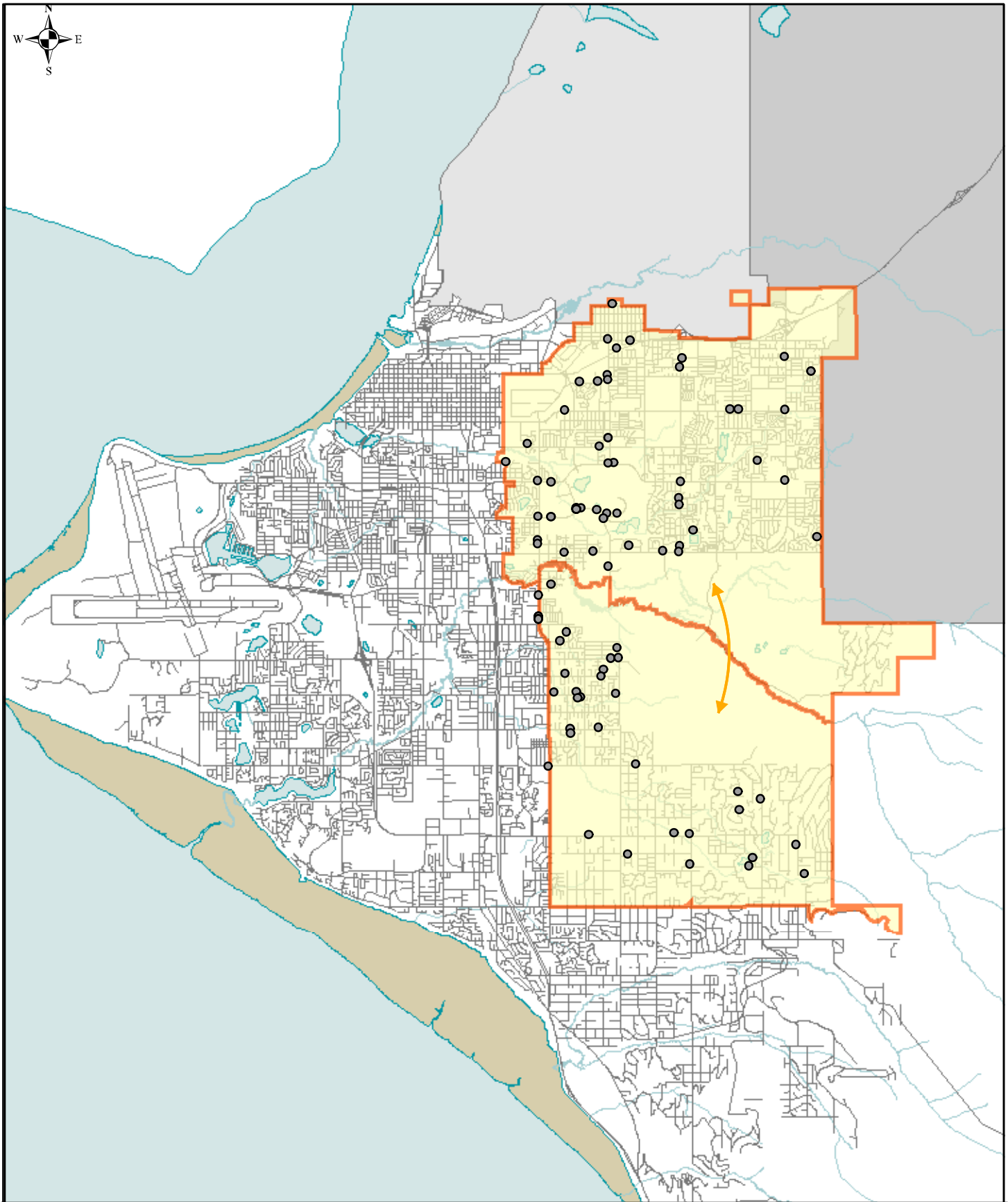
Legend:
- Military
- Downtown
- Mountain View
- Muldoon
- Airport
- Northwest
- North Midtown
- University
- Sand Lake
- South Midtown
- Abbott Loop
- South Anchorage
- Campbell Tract
- Chugiak/Eagle River

Y-axis: **Percentage of Other Trips**

X-axis: **Destination Subarea**

Appendix D

LEGEND

Roads
Streams
Mud Flats
Water
Elmendorf Air Force Base
Fort Richardson
Military Reservation

Origin-Destination Path 1
Locations of Origins and
Destinations of Trips

FIGURE D-1.
ORIGIN-DESTINATION AREAS AFFECTING
EAST ANCHORAGE CONGESTION
AREAS (1)

EAST ANCHORAGE STUDY OF TRANSPORTATION

Data Source: Municipality of Anchorage
(1999, 2000, 2001 & 2002 data)   Date: November 2002

Prepared for:

HDR Alaska

FIGURE D-2
ORIGIN-DESTINATION AREAS AFFECTING
EAST ANCHORAGE CONGESTION
AREAS (2)

EAST ANCHORAGE STUDY OF TRANSPORTATION

FIGURE D-3
ORIGIN-DESTINATION AREAS AFFECTING
EAST ANCHORAGE CONGESTION
POTENIAL TRIPS (3)

EAST ANCHORAGE STUDY OF TRANSPORTATION

Data Source: Municipality of Anchorage
(1999, 2000, 2001 & 2002 data)   Date: November 2002

Prepared for:

HDR
Alaska

FIGURE D-4.

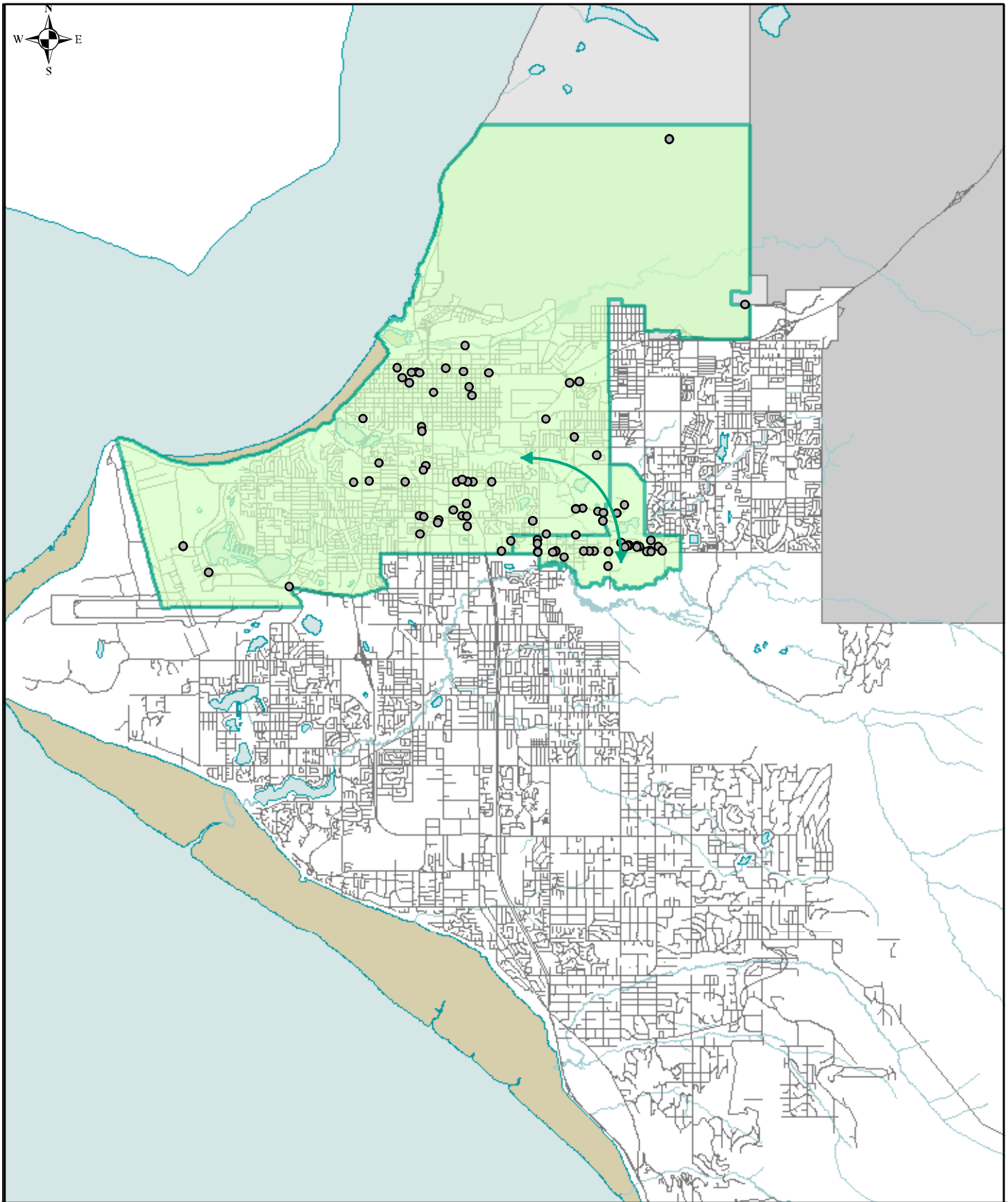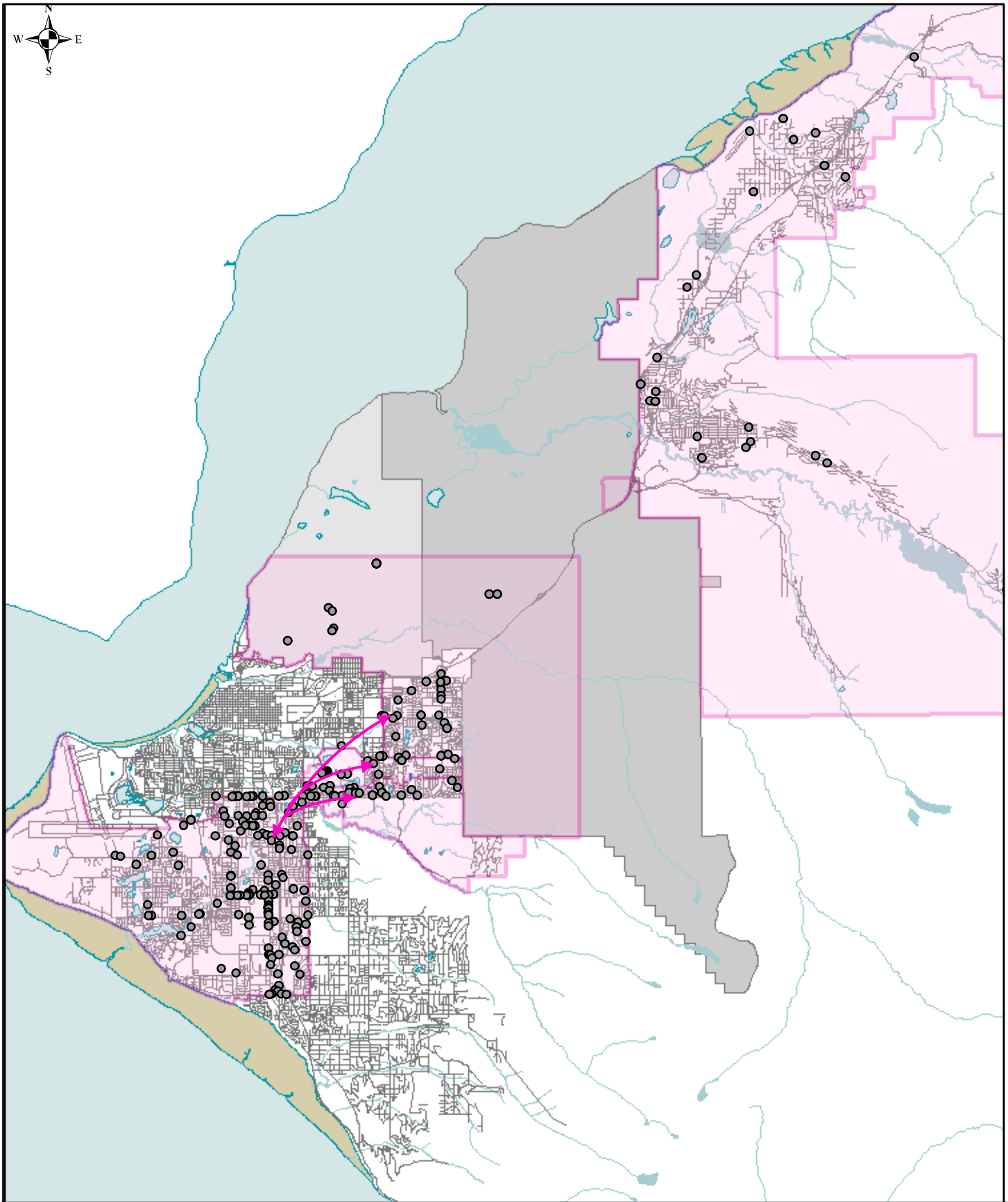## Lake Otis and Tudor Intersection Trips

Legend:
- Work (to or from Work)
- School (to or from School)
- Personal Business
- Shopping
- Recreation
- Eat Out
- Serve Passenger
- Other

MOA Trip Purpose

Legend:
- Work (to or from Work)
- School (to or from School)
- Personal Business
- Shopping
- Recreation
- Eat Out
- Serve Passenger
- Other

Summary of Trip Purpose for Trips Which Could Use the Tudor/Lake Otis Intersection (Weighted)

Trip Purpose	Number of Origins or Destinations in Target Area	Percent of Origins or Destinations in Target Area
Work (to or from Work)	24,177	34.8%
School (to or from School)	6,944	10.0%
Personal Business	19,050	27.4%
Shopping	4,097	5.9%
Recreation	2,788	4.0%
Eat Out	3,129	4.5%
Serve Passenger	3,728	5.4%
Other	5,520	8.0%
Total:	**69,434**	

Municipality of Anchorage Trip Purpose (Weighted)

Trip Purpose	Number of Origins or Destinations in Target Area	Percent of Origins or Destinations in Target Area
Work (to or from Work)	269,081	27.5%
School (to or from School)	122,432	12.5%
Personal Business	267,197	27.3%
Shopping	95,706	9.8%
Recreation	55,669	5.7%
Eat Out	28,765	2.9%
Serve Passenger	63,752	6.5%
Other	77,561	7.9%
Total:	**980,164**	

FIGURE D-5.

Lake Otis and Tudor Intersection Trips

Legend
☐ 5 - 17 years
■ 18 - 24 years
☐ 26 - 64 years
☐ 65+ years
■ Unknown

Municipality of Anchorage

Legend
☐ 5 - 17 years
■ 18 - 24 years
☐ 26 - 64 years
☐ 65+ years
■ Unknown

Summary of Age Group for Trips Which Could Use the Tudor/Lake Otis Intersection (Weighted)

Age Group	Number of Origins or Destinations in Target Area	Percent of Origins or Destinations in Target Area
5 - 17 years	11,584	16.7%
18 - 24 years	5,501	7.9%
26 - 64 years	48,724	70.2%
65+ years	3,014	4.3%
Unknown	610	0.9%
Total:	**69,434**	

Municipality of Anchorage Age Group (Weighted)

Age Group	Number of Origins or Destinations in Target Area	Percent of Origins or Destinations in Target Area
5 - 17 years	210,291	21.5%
18 - 24 years	73,360	7.5%
26 - 64 years	638,002	65.1%
65+ years	43,430	4.4%
Unknown	15,080	1.5%
Total:	**980,164**	

FIGURE D-6.

Lake Otis and Tudor Intersection Trips

- Midnight 12 am to 7 am
- AM Peak 7 to 9 am
- Midday 9 am to 3 pm
- PM Peak 3 to 6 pm
- Evening 6 pm to Midnight

Municipality of Anchorage

- Midnight 12 am to 7 am
- AM Peak 7 to 9 am
- Midday 9 am to 3 pm
- PM Peak 3 to 6 pm
- Evening 6 pm to Midnight

Summary of Departure Time Range for Trips Which Could Use the Tudor/Lake Otis Intersection (Weighted)				Municipality of Anchorage Departure Time Range (Weighted)			
Departure Time Range	Number of Origins or Destinations in Target Area	Percent of Origins or Destinations in Target Area	Trips/ Hour	Departure Time Range	Number of Origins or Destinations in Target Area	Percent of Origins or Destinations in Target Area	Trips/ Hour
Midnight 12 am to 7 am	5,157	7.4%	737	Midnight 12 am to 7 am	55,273	5.6%	7,896
AM Peak 7 to 9 am	10,958	15.8%	5,479	AM Peak 7 to 9 am	165,850	16.9%	82,925
Midday 9 am to 3 pm	18,701	26.9%	3,117	Midday 9 am to 3 pm	292,164	29.8%	48,694
PM Peak 3 to 6 pm	21,300	30.7%	7,100	PM Peak 3 to 6 pm	276,094	28.2%	92,031
Evening 6 pm to Midnight	13,319	19.2%	2,220	Evening 6 pm to Midnight	190,783	19.5%	31,797
Total:	69,434			Total:	980,164		

FIGURE D-7.

Lake Otis and Tudor Intersection Trips

- Less than 15 minutes
- 15 - 30 minutes
- 31 - 60 minutes
- More than 60 minutes

Municipality of Anchorage

- Less than 15 minutes
- 15 - 30 minutes
- 31 - 60 minutes
- More than 60 minutes

Summary of Trip Duration for Trips Which Could Use the Tudor/Lake Otis Intersection (Weighted)

Trip duration	Number of Origins or Destinations in Target Area	Percent of Origins or Destinations in Target Area
Less than 15 minutes	20,195	29.1%
15 - 30 minutes	40,170	57.9%
31 - 60 minutes	8,385	12.1%
More than 60 minutes	684	1.0%
Total:	69,434	

Municipality of Anchorage Trip Duration (Weighted)

Trip Duration	Number of Origins or Destinations in Target Area	Percent of Origins or Destinations in Target Area
Less than 15 minutes	505,143	51.5%
15 - 30 minutes	407,233	41.5%
31 - 60 minutes	52,896	5.4%
More than 60 minutes	14,892	1.5%
Total:	980,164	

Appendix E
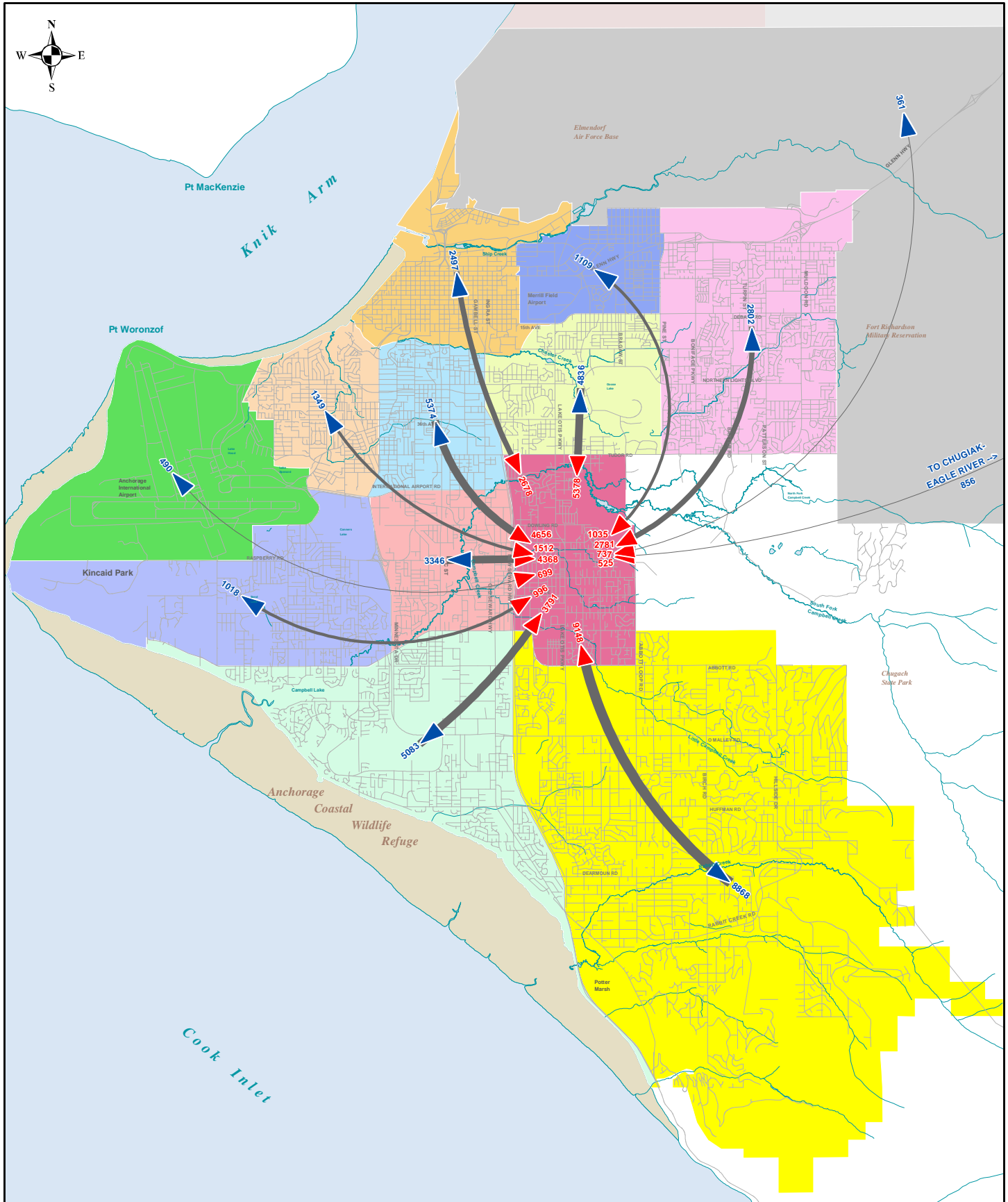
Abbott Loop

ORIGIN-DESTINATION
AVERAGE WEEKDAY TRIPS
BETWEEN SAMPLED SUB-AREAS

EAST ANCHORAGE STUDY OF TRANSPORTATION

LEGEND

Trips from selected sub-area to other sub-areas*

Trips from other sub-areas to selected sub-area*

*Line thickness is graduated in size based on total trips to and from

Sampled Sub-Areas

Abbott Loop	North Midtown
Airport	Northwest
Downtown	Sand Lake
Hillside	South Anchorage
Military	South Midtown
Mountain View	University
Muldoon	*Chugiak-Eagle River area not shown

Data Source: Household Travel Survey
September 2002 data

Date: March 2003

Prepared for:

0   0.5   1   2   3
Miles

Map labels:
Pt MacKenzie
Knik Arm
Pt Woronzof
Kincaid Park
Anchorage Coastal Wildlife Refuge
Cook Inlet
Elmendorf Air Force Base
Fort Richardson Military Reservation
TO CHUGIAK-EAGLE RIVER --> 856
Chugach State Park
Potter Marsh

Values shown on map:
2497, 1109, 2802, 361
1349, 537, 4836, 2678, 5253
490, 3346, 4656, 1512, 4368, 699, 996, 3791, 1035, 2781, 737, 525
1018, 5083, 9148, 8868

LEGEND

Trips from selected sub-area to other sub-areas*

Trips from other sub-areas to selected sub-area*

*Line thickness is graduated in size based on total trips to and from

Sampled Sub-Areas

- Abbott Loop
- Airport
- Downtown
- Hillside
- Military
- Mountain View
- Muldoon
- North Midtown
- Northwest
- Sand Lake
- South Anchorage
- South Midtown
- University

*Chugiak-Eagle River area not shown

Airport

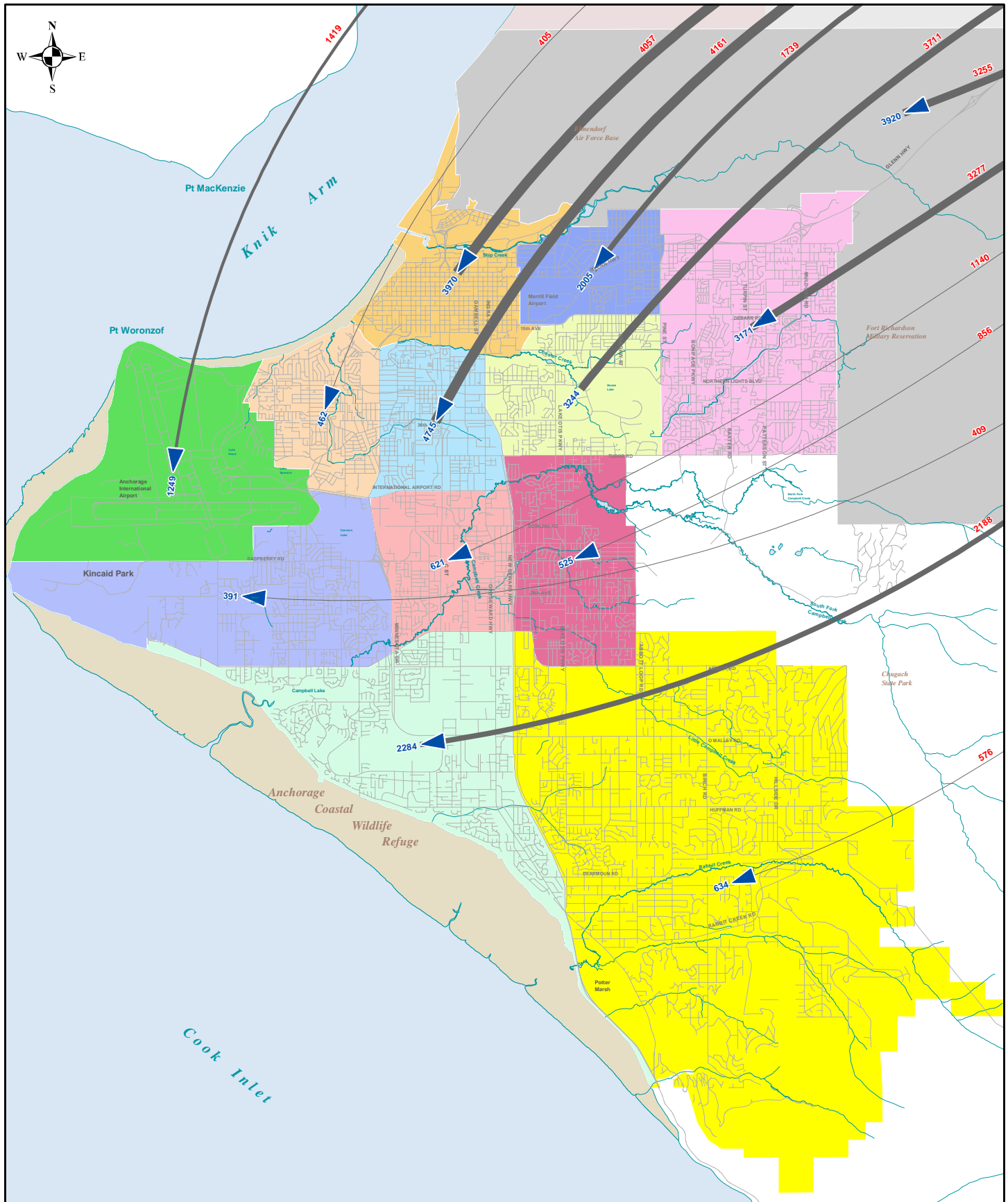ORIGIN-DESTINATION
AVERAGE WEEKDAY TRIPS
BETWEEN SAMPLED SUB-AREAS

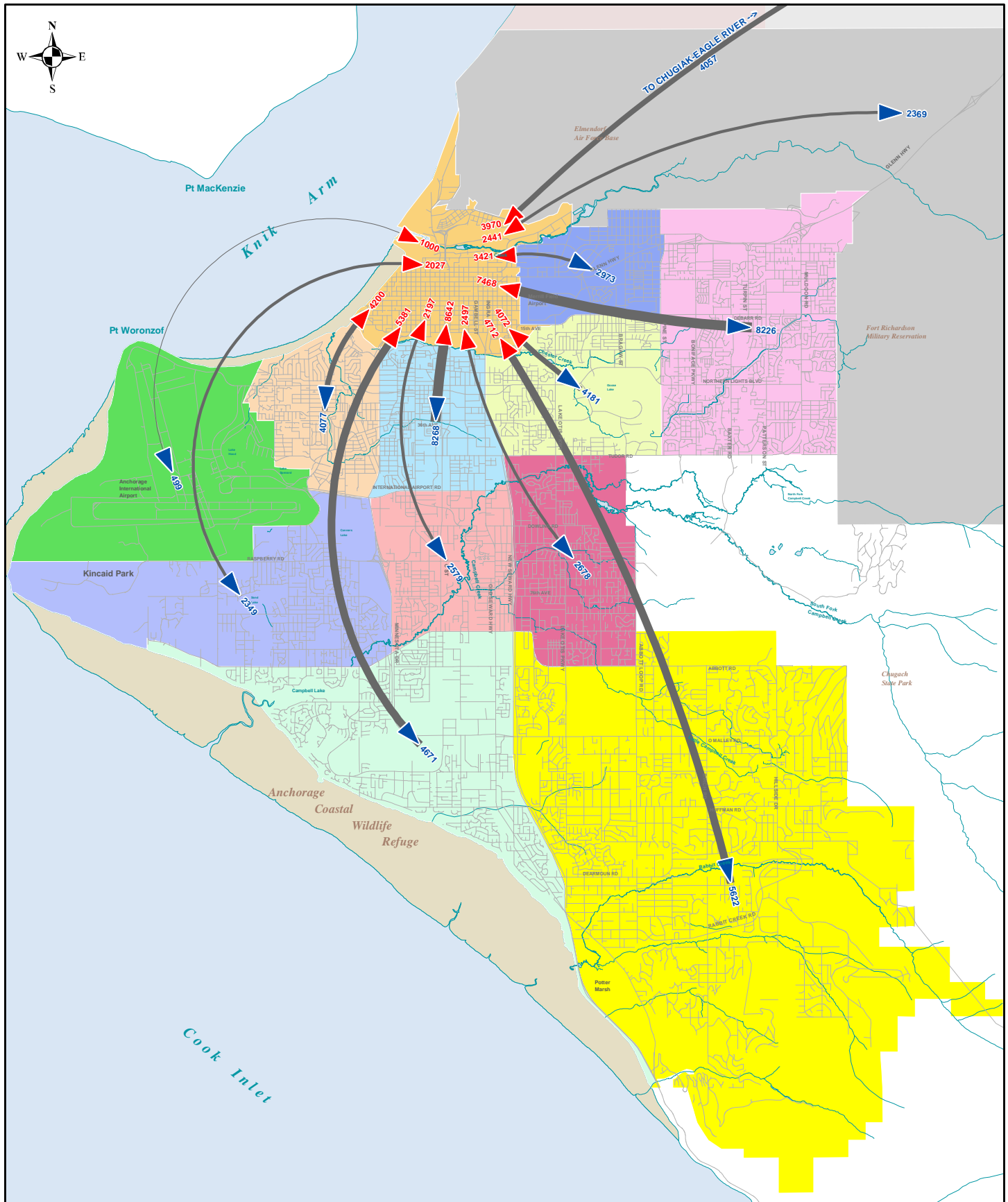EAST ANCHORAGE STUDY OF TRANSPORTATION

0   0.5   1   2   3
Miles

Data Source: Household Travel Survey   Date: March 2003
September 2002 data

Prepared for:

Chugiak - Eagle River

ORIGIN-DESTINATION
AVERAGE WEEKDAY TRIPS
BETWEEN SAMPLED SUB-AREAS

EAST ANCHORAGE STUDY OF TRANSPORTATION

LEGEND

Trips from selected sub-area to other sub-areas*

Trips from other sub-areas to selected sub-area*

*Line thickness is graduated in size based on total trips to and from

Sampled Sub-Areas

- Abbott Loop
- Airport
- Downtown
- Hillside
- Military
- Mountain View
- Muldoon
- North Midtown
- Northwest
- Sand Lake
- South Anchorage
- South Midtown
- University

*Chugiak-Eagle River area not shown

Data Source: Household Travel Survey
September 2002 data

Date: March 2003

Prepared for:

0   0.5   1   2   3
Miles

N
W E
S

TO CHUGIAK-EAGLE RIVER ->
4057

2369

Elmendorf
Air Force Base

Pt MacKenzie

Knik Arm

3970
2441
1000
3421
2027
2973
7468
4200
5361
2197
8642
2497
4072
4712
INGRA
ST
GAMBELL ST
C St
15th AVE
Airport

Pt Woronzof

8226

Fort Richardson
Military Reservation

NORTHERN LIGHTS BLVD
BRAGAW RD
BONIFACE PKWY
TUDOR ST
MULDOON RD
LAKE OTIS PKWY
BAXTER RD
PATTERSON ST
JEWEL LAKE
Chester Creek
Goose Lake
TUDOR RD

4077
4181

499
8268
36th AVE

Anchorage
International
Airport

INTERNATIONAL AIRPORT RD
RASPBERRY RD

Campbell Lake

Connors Lake

2579
2679

NEW SEWARD HWY
OLD SEWARD HWY
DIMOND BLVD
DOWLING RD
ABBOTT LOOP RD

Kincaid Park

2349

Campbell Lake

4671

North Park
Campbell Creek

ABBOTT RD

South Fork
Campbell Creek

Chugach
State Park

Anchorage
Coastal
Wildlife
Refuge

O'MALLEY RD
HILLSIDE DR

5622

HUFFMAN RD
DEARMOUN RD

Little Campbell Creek
Rabbit
RABBIT CREEK RD

Cook Inlet

Potter
Marsh

LEGEND

Trips from selected
sub-area to other
sub-areas*

Trips from other
sub-areas to selected
sub-area*

*Line thickness is
graduated in size
based on total trips
to and from

Sampled Sub-Areas

- Abbott Loop
- Airport
- Downtown
- Hillside
- Military
- Mountain View
- Muldoon
- North Midtown
- Northwest
- Sand Lake
- South Anchorage
- South Midtown
- University
- *Chugiak-Eagle River area not shown

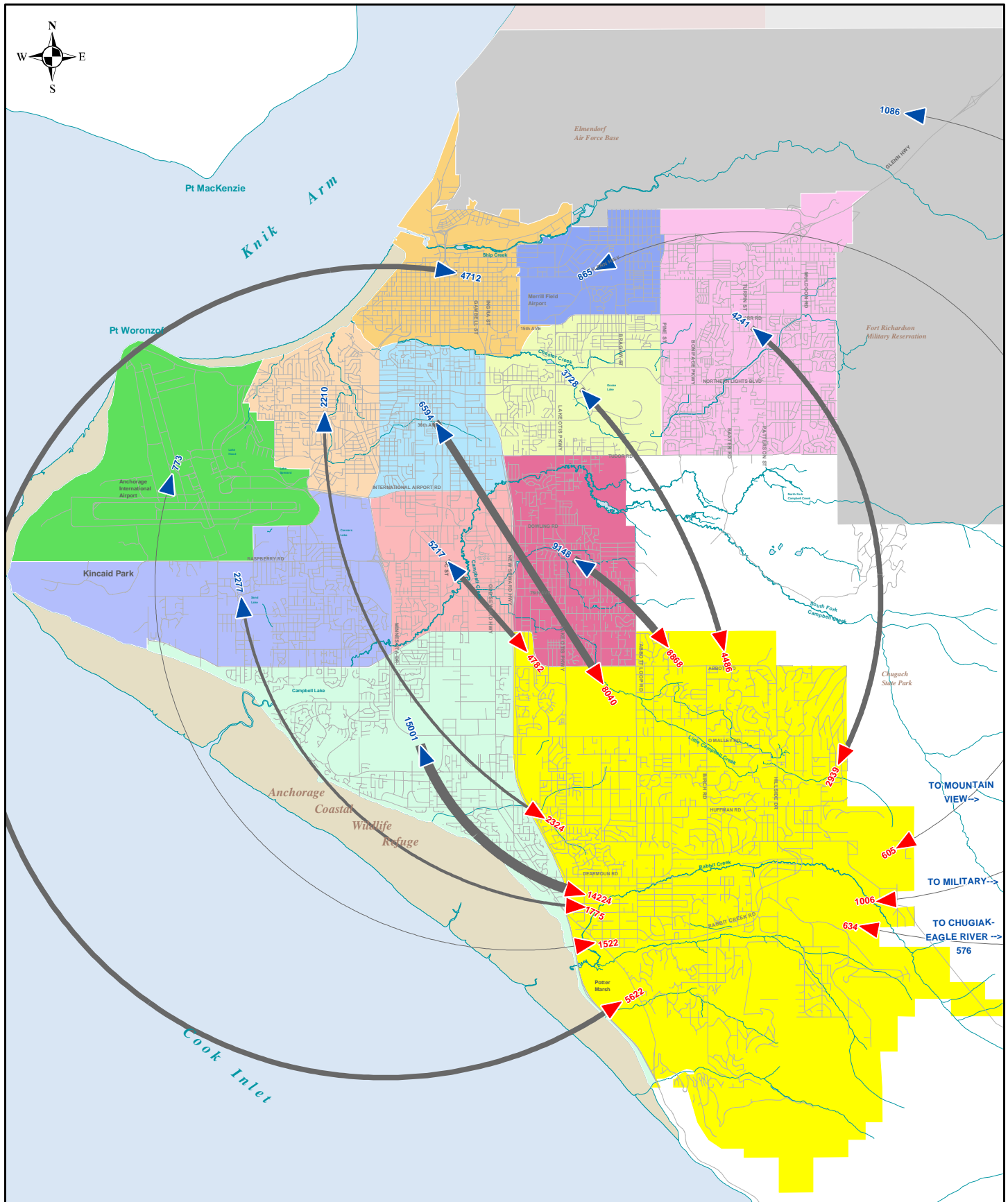**Downtown**

ORIGIN-DESTINATION
AVERAGE WEEKDAY TRIPS
BETWEEN SAMPLED SUB-AREAS
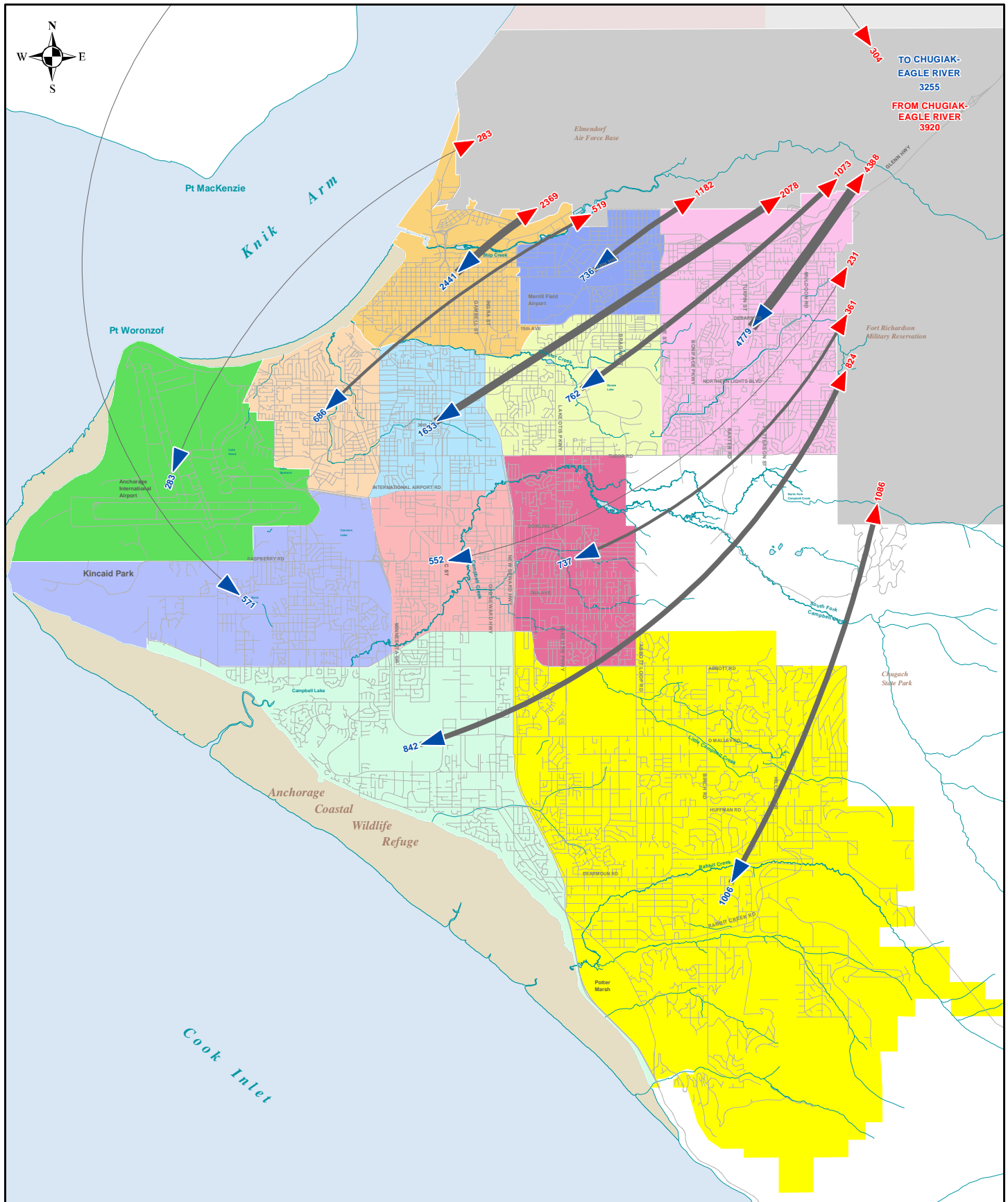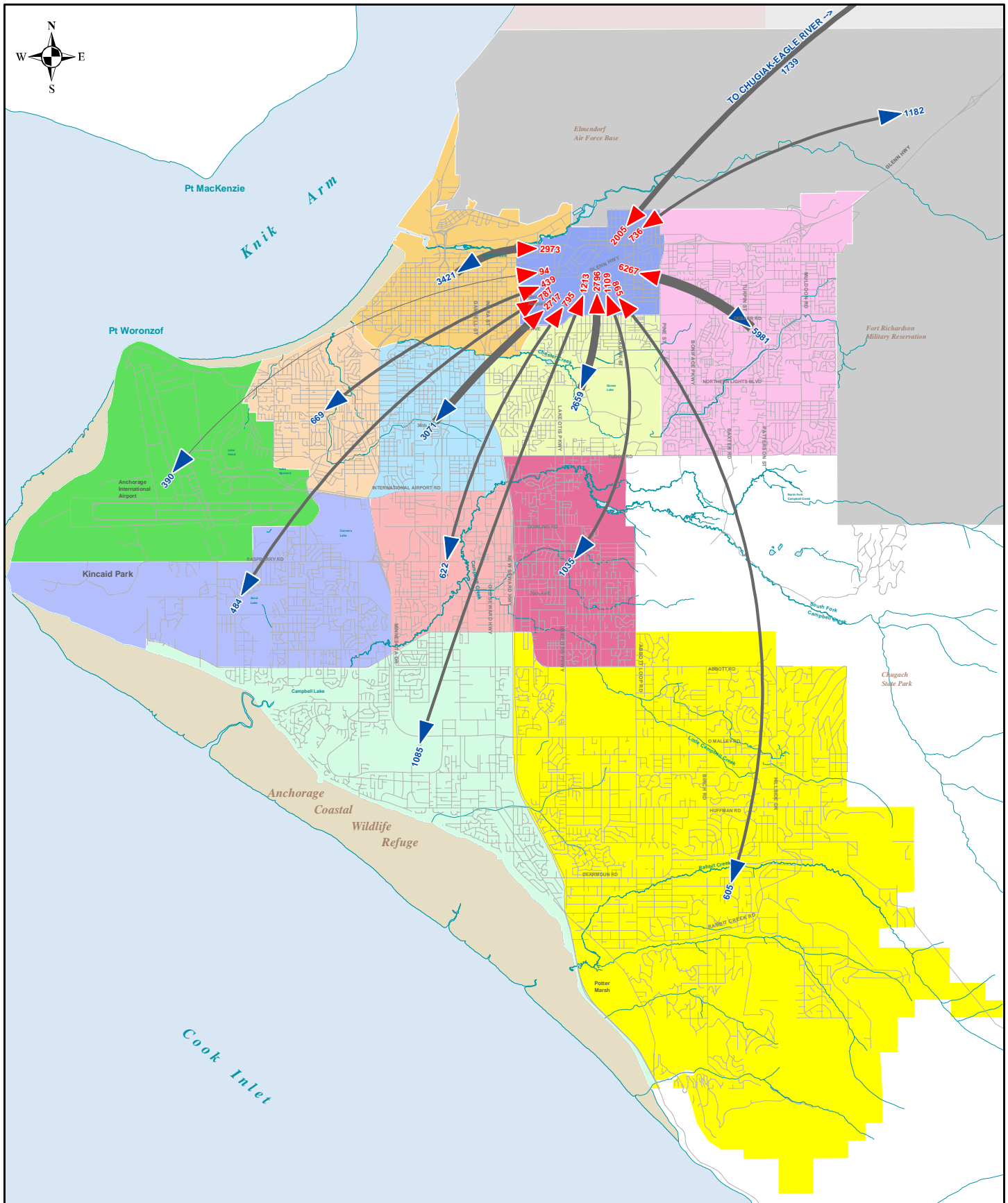
EAST ANCHORAGE STUDY OF TRANSPORTATION

0   0.5   1   2   3
Miles

Data Source: Household Travel Survey   Date: March 2003
September 2002 data

Prepared for:

HDR Alaska

Hillside

ORIGIN-DESTINATION
AVERAGE WEEKDAY TRIPS
BETWEEN SAMPLED SUB-AREAS

EAST ANCHORAGE STUDY OF TRANSPORTATION

LEGEND

Trips from selected sub-area to other sub-areas*

Trips from other sub-areas to selected sub-area*

*Line thickness is graduated in size based on total trips to and from

Sampled Sub-Areas

	Abbott Loop		North Midtown
	Airport		Northwest
	Downtown		Sand Lake
	Hillside		South Anchorage
	Military		South Midtown
	Mountain View		University
	Muldoon		*Chugiak-Eagle River area not shown

Data Source: Household Travel Survey
September 2002 data

Date: March 2003

Prepared for:

0   0.5   1   2   3
Miles

Map labels: Pt MacKenzie, Knik Arm, Pt Woronzof, Kincaid Park, Anchorage International Airport, Anchorage Coastal Wildlife Refuge, Cook Inlet, Elmendorf Air Force Base, Merrill Field Airport, Fort Richardson Military Reservation, Chugach State Park, Potter Marsh, Campbell Lake, Ship Creek, Chester Creek, South Fork Campbell Creek, Little Campbell Creek, Rabbit Creek

TO MOUNTAIN VIEW-->
TO MILITARY-->
TO CHUGIAK-EAGLE RIVER -->

Trip values: 1086, 4712, 865, 4241, 2210, 3728, 6594, 773, 5217, 9148, 2277, 4782, 8040, 8868, 4866, 2939, 15001, 2324, 605, 1006, 634, 576, 14224, 1775, 1522, 5622

TO CHUGIAK-
EAGLE RIVER
3255

FROM CHUGIAK-
EAGLE RIVER
3920

304

283

2369

519

1182

2078

1073

438

231

361

824

1086

2441

736

4779

762

686

1633

552

737

842

571

283

1006

LEGEND

Trips from selected sub-area to other sub-areas*

Trips from other sub-areas to selected sub-area*

*Line thickness is graduated in size based on total trips to and from

Sampled Sub-Areas

- Abbott Loop
- Airport
- Downtown
- Hillside
- Military
- Mountain View
- Muldoon
- North Midtown
- Northwest
- Sand Lake
- South Anchorage
- South Midtown
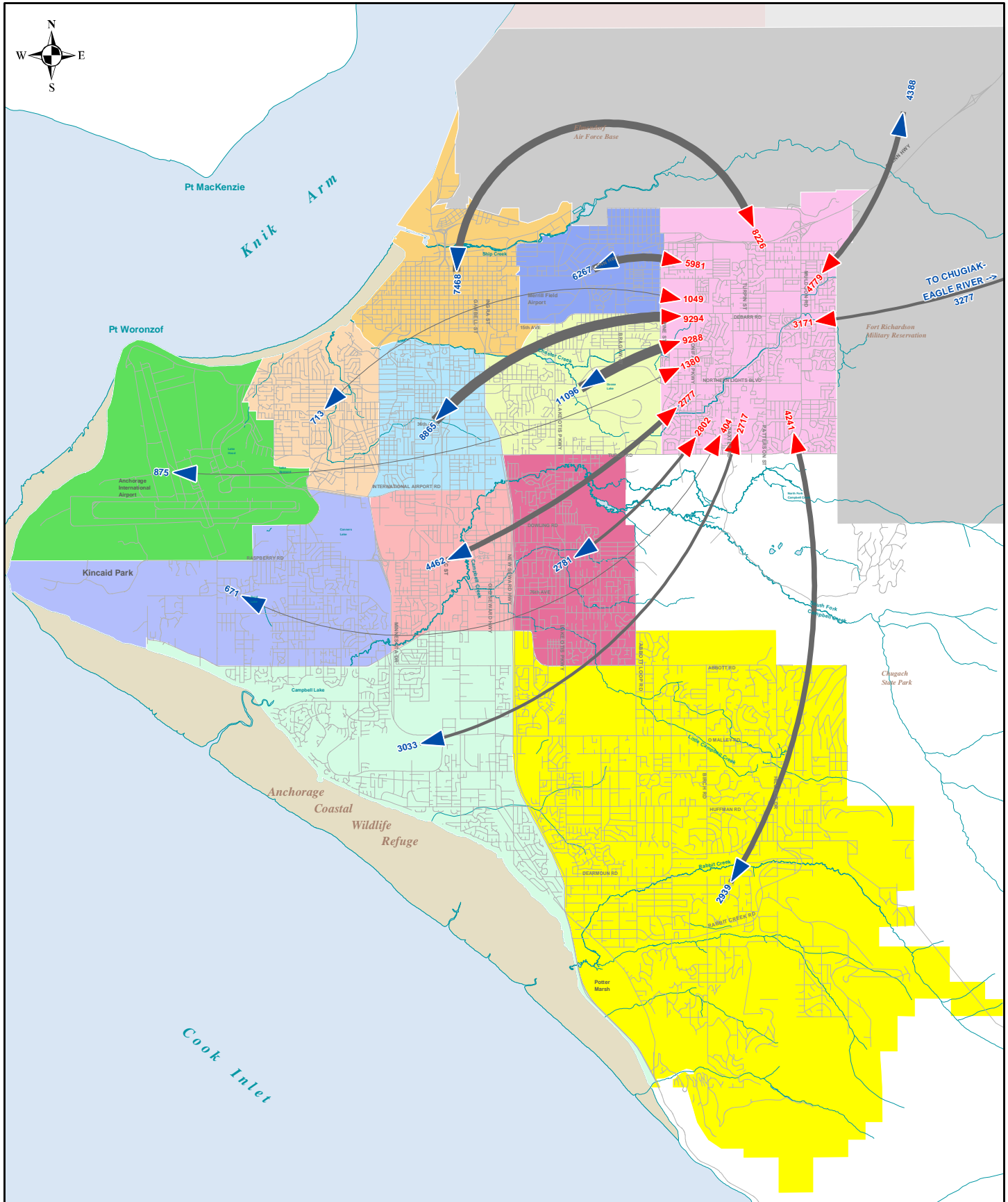- University
- *Chugiak-Eagle River area not shown

Military

ORIGIN-DESTINATION
AVERAGE WEEKDAY TRIPS
BETWEEN SAMPLED SUB-AREAS

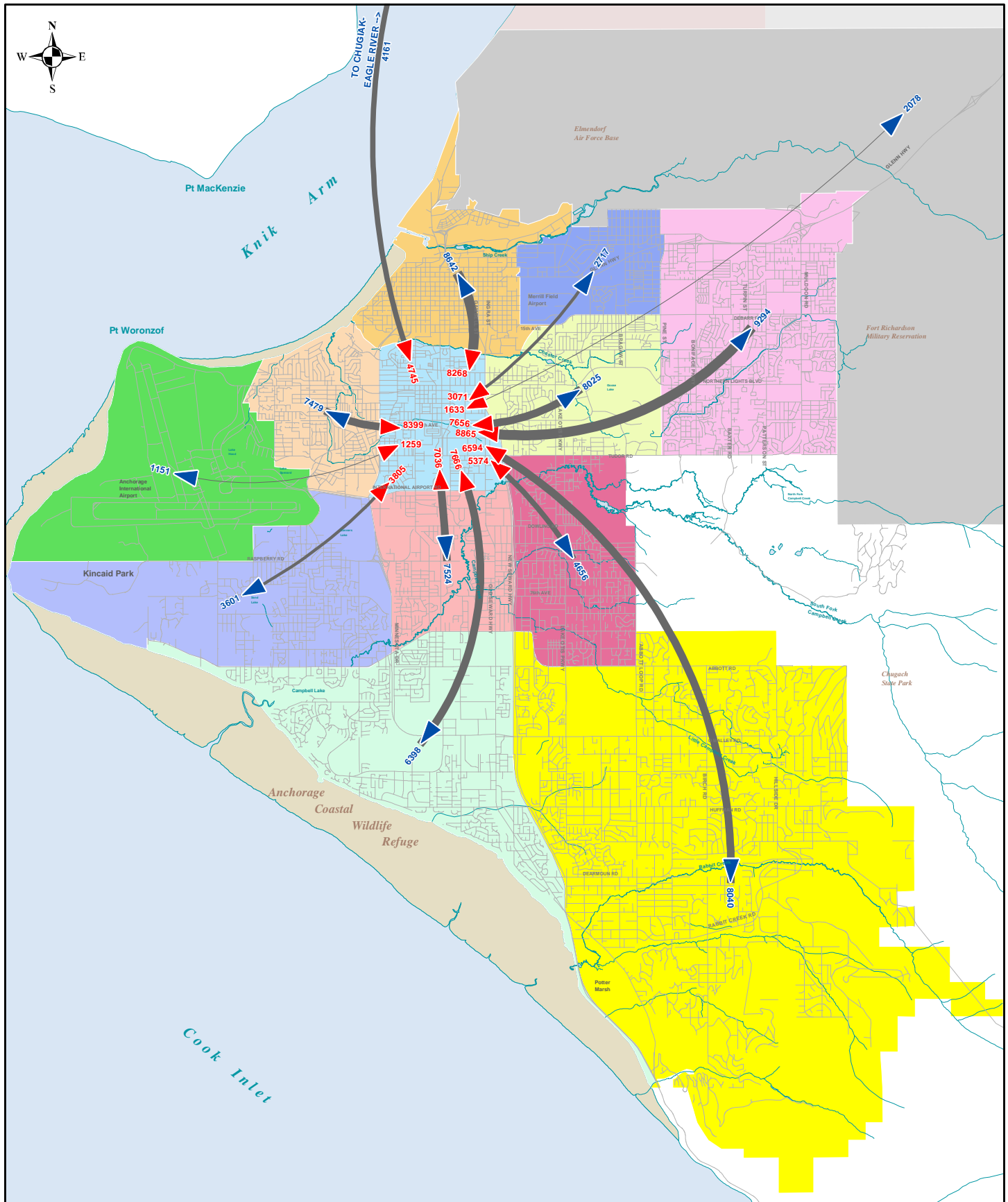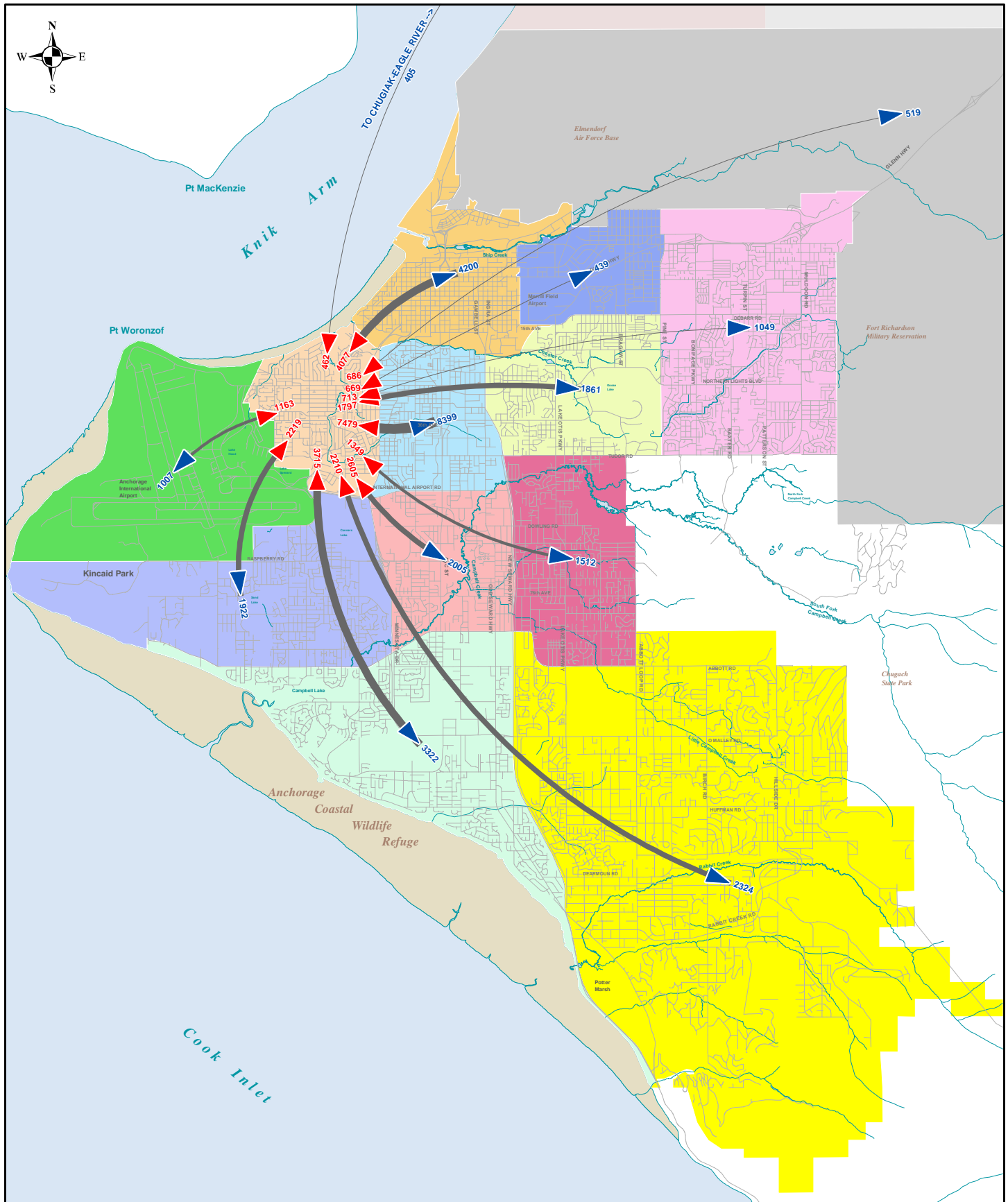### EAST ANCHORAGE STUDY OF TRANSPORTATION

0   0.5   1   2   3
Miles

Data Source: Household Travel Survey
September 2002 data

Date: March 2003

Prepared for:

N W E S

TO CHUGIAK-EAGLE RIVER →

1739

1182

Elmendorf
Air Force Base

Pt MacKenzie

Knik   Arm

2973

2005 736

94
439
787
2717 795
1213 2796 1109 865

6267

Fort Richardson
Military Reservation

3421

Pt Woronzof

669

5981

3071

2859

Anchorage
International
Airport

390

622

1035

Kincaid Park

484

1085

605

Anchorage
Coastal
Wildlife
Refuge

Chugach
State Park

Cook   Inlet

Potter
Marsh

LEGEND

Trips from selected
sub-area to other
sub-areas*

Trips from other
sub-areas to selected
sub-area*

*Line thickness is
graduated in size
based on total trips
to and from

Sampled Sub-Areas

■	Abbott Loop	■	North Midtown
■	Airport	■	Northwest
■	Downtown	■	Sand Lake
■	Hillside	■	South Anchorage
■	Military	■	South Midtown
■	Mountain View	■	University
■	Muldoon		*Chugiak-Eagle River area not shown

Mountain View

**ORIGIN-DESTINATION
AVERAGE WEEKDAY TRIPS
BETWEEN SAMPLED SUB-AREAS**

EAST ANCHORAGE STUDY OF TRANSPORTATION

0   0.5   1   2   3
Miles

Data Source: Household Travel Survey   Date: March 2003
September 2002 data

Prepared for:

HDR Alaska

Muldoon

ORIGIN-DESTINATION
AVERAGE WEEKDAY TRIPS
BETWEEN SAMPLED SUB-AREAS

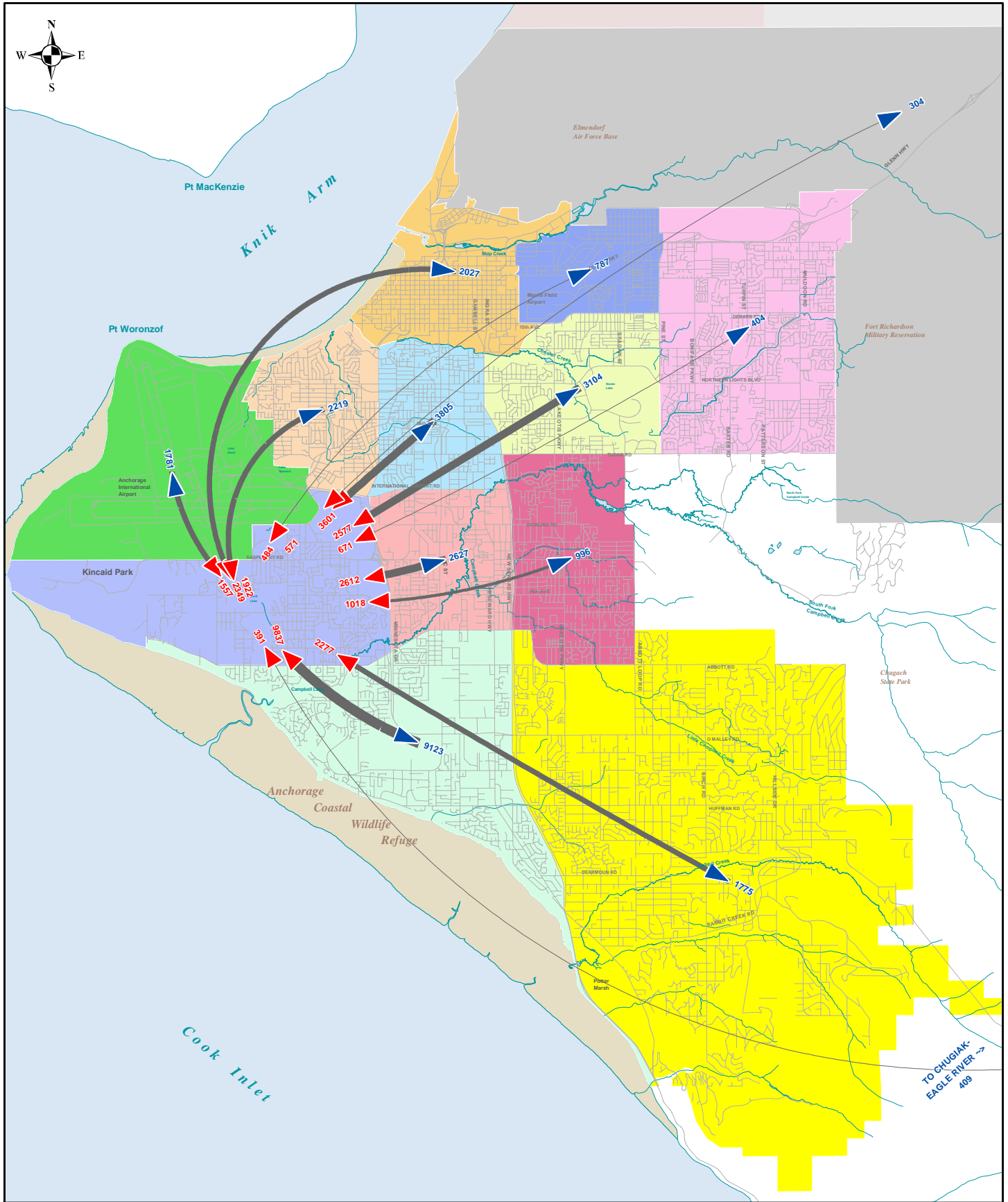**EAST ANCHORAGE STUDY OF TRANSPORTATION**

LEGEND

Trips from selected
sub-area to other
sub-areas*

Trips from other
sub-areas to selected
sub-area*

*Line thickness is
graduated in size
based on total trips
to and from

Sampled Sub-Areas

Abbott Loop	North Midtown
Airport	Northwest
Downtown	Sand Lake
Hillside	South Anchorage
Military	South Midtown
Mountain View	University
Muldoon	*Chugiak-Eagle River area not shown

Data Source: Household Travel Survey
September 2002 data   Date: March 2003

Prepared for:

0   0.5   1   2   3
Miles

North Midtown

ORIGIN-DESTINATION
AVERAGE WEEKDAY TRIPS
BETWEEN SAMPLED SUB-AREAS

EAST ANCHORAGE STUDY OF TRANSPORTATION

Pt MacKenzie

Knik Arm

TO CHUGIAK-EAGLE RIVER -->
4161

2078

GLENN HWY

Elmendorf
Air Force Base

Ship Creek

8642

2717

Merrill Field
Airport

15th AVE

9294

Fort Richardson
Military Reservation

Pt Woronzof

4745

8268

3071
1633

7479

8399
1259

7656
8865

8025

1151

3805

7036 7666

6594
5374

Anchorage
International
Airport

RASPBERRY RD

7524

4656

Kincaid Park

3601

Campbell Lake

Cook Inlet

*Anchorage
Coastal
Wildlife
Refuge*

6398

Chugach
State Park

ABBOTT RD

HUFFMAN RD

8040

DEARMOUN RD

RABBIT CREEK RD

Potter
Marsh

LEGEND

Trips from selected sub-area to other sub-areas*

Trips from other sub-areas to selected sub-area*

*Line thickness is graduated in size based on total trips to and from

Sampled Sub-Areas

Abbott Loop	North Midtown
Airport	Northwest
Downtown	Sand Lake
Hillside	South Anchorage
Military	South Midtown
Mountain View	University
Muldoon	*Chugiak-Eagle River area not shown

0	0.5	1	2	3
				Miles

Data Source: Household Travel Survey
September 2002 data

Date: March 2003

Prepared for:

HDR Alaska

LEGEND

Trips from selected sub-area to other sub-areas*

Trips from other sub-areas to selected sub-area*

*Line thickness is graduated in size based on total trips to and from

Sampled Sub-Areas

Abbott Loop	North Midtown
Airport	Northwest
Downtown	Sand Lake
Hillside	South Anchorage
Military	South Midtown
Mountain View	University
Muldoon	*Chugiak-Eagle River area not shown

Northwest

ORIGIN-DESTINATION
AVERAGE WEEKDAY TRIPS
BETWEEN SAMPLED SUB-AREAS

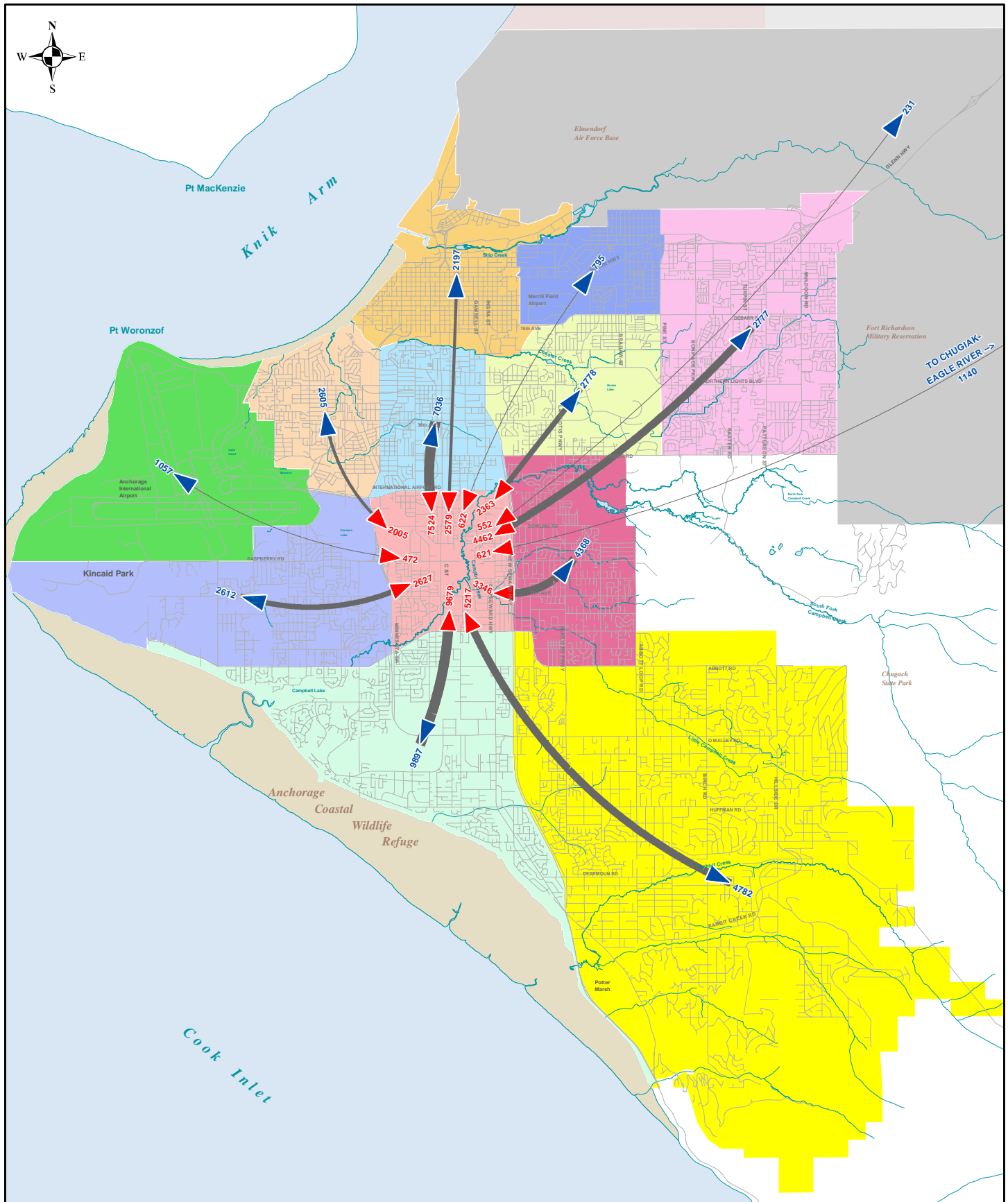### EAST ANCHORAGE STUDY OF TRANSPORTATION

Data Source: Household Travel Survey
September 2002 data

Date: March 2003

Prepared for:

Scale: 0 0.5 1 2 3 Miles

N
W E
S

Pt MacKenzie

Knik Arm

Elmendorf
Air Force Base

304

Ship Creek

2027

787

Morril Field
Airport

404

Fort Richardson
Military Reservation

Pt Woronzof

2219

3805

3104

Anchorage
International
Airport

1781

INTERNATIONAL AIRPORT RD

3601

2577

2627

996

484 571

671

Kincaid Park

155

1992
2349

2612

1018

391 9837

2277

9123

Campbell Lake

Anchorage
Coastal
Wildlife
Refuge

1775

Chugach
State Park

Cook Inlet

Power
Marsh

TO CHUGIAK-
EAGLE RIVER -->
409

Sand Lake

ORIGIN-DESTINATION
AVERAGE WEEKDAY TRIPS
BETWEEN SAMPLED SUB-AREAS

EAST ANCHORAGE STUDY OF TRANSPORTATION

0 0.5 1 2 3
Miles

South Anchorage

ORIGIN-DESTINATION
AVERAGE WEEKDAY TRIPS
BETWEEN SAMPLED SUB-AREAS

EAST ANCHORAGE STUDY OF TRANSPORTATION

0   0.5   1   2   3
Miles

LEGEND

Trips from selected sub-area to other sub-areas*

Trips from other sub-areas to selected sub-area*

*Line thickness is graduated in size based on total trips to and from

Sampled Sub-Areas

Abbott Loop	North Midtown
Airport	Northwest
Downtown	Sand Lake
Hillside	South Anchorage
Military	South Midtown
Mountain View	University
Muldoon	*Chugiak-Eagle River area not shown

South Midtown

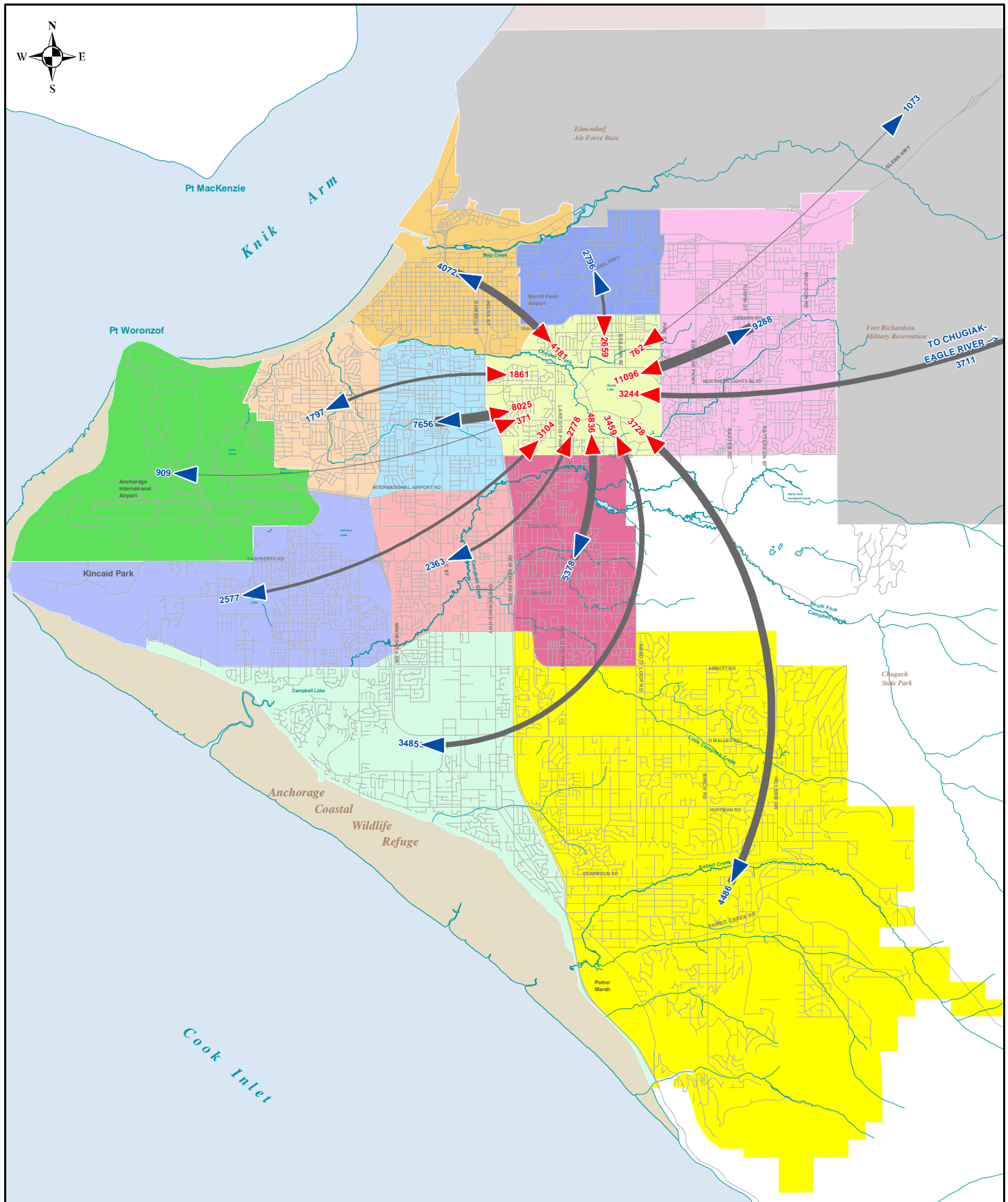## ORIGIN-DESTINATION AVERAGE WEEKDAY TRIPS BETWEEN SAMPLED SUB-AREAS

EAST ANCHORAGE STUDY OF TRANSPORTATION

0   0.5   1   2   3
Miles

Data Source: Household Travel Survey
September 2002 data

Date: March 2003

Prepared for:

HDR Alaska

University

ORIGIN-DESTINATION

AVERAGE WEEKDAY TRIPS

BETWEEN SAMPLED SUB-AREAS

EAST ANCHORAGE STUDY OF TRANSPORTATION

LEGEND

Trips from selected sub-area to other sub-areas*

Trips from other sub-areas to selected sub-area*

*Line thickness is graduated in size based on total trips to and from

Sampled Sub-Areas

- Abbott Loop
- Airport
- Downtown
- Hillside
- Military
- Mountain View
- Muldoon
- North Midtown
- Northwest
- Sand Lake
- South Anchorage
- South Midtown
- University
- *Chugiak-Eagle River area not shown

0 0.5 1 2 3
Miles

Data Source: Household Travel Survey
September 2002 data

Date: March 2003

Prepared for:

HDR Alaska